THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Benj. F. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; Robert Scott, Sec'y), 44–60 E. 23d St., New York

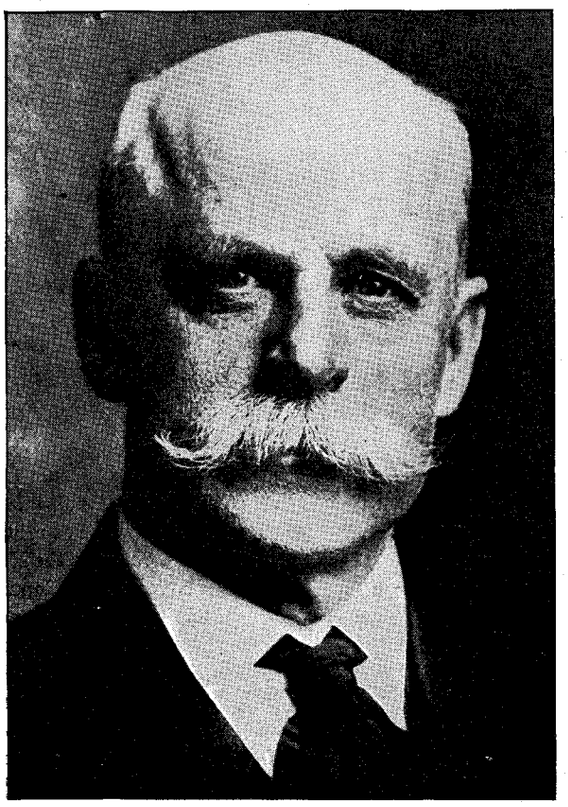
VOL. XLV., NO. 11 NEW YORK, SEPTEMBER 14, 1912 WHOLE NUMBER, 1169

TOPICS OF THE DAY

FIRST TESTS FOR THE PROGRESSIVE PARTY

EVEN A REPUBLICAN PAPER like the Boston *Record* admits that "there is far more joy for Democrats than for any one else" in Vermont's September State election, so often looked upon as a political barometer of relative Republican and Democratic strength in the national election in November. And that the Democratic party has reasons for hope in its success in increasing its vote at the expense of its traditional adversary in "rock-ribbed" Vermont and in holding its own against the Progressive attacks is pretty generally acknowledged. "The statistical hopelessness of both the Taft and the Roosevelt candidacies (if Vermont points the way) is so proclaimed that there is no place for the campaign prophet," concedes the New York *Globe* (Ind. Rep.).

The Progressives are not being so much congratulated by their newspaper opponents for their success in polling a large vote in this their first political battle as they are condoled with for failing to capture Democratic ballots. "They and their leader have from the first relied upon a substantial Democratic defection, particularly among the Democratic wage-earners of the cities, to the so-called Progressive cause," as the Syracuse *Herald* (Ind.) recalls. Hence this daily thinks with the New York *Sun* that the disappointment for Colonel Roosevelt in the September election "is the size of the Democratic vote and the irrefragable logic of it." Others see much in the fact that the Colonel's Vermont ticket ran third, rather than first, and the New York *Herald*, so bitter a foe of the Colonel that it will not mention him by name in its columns, "taking Vermont as a fair criterion," predicts that "the Bull Moose will be a poor third in the race throughout the country and that his vote will come wholly from the ranks of disgruntled Republicans, except for a small sprinkling of Socialists."



ALLEN M. FLETCHER,

The Republican candidate for Governor of Vermont, who received 26,000 votes in last week's election, to 20,000 for his Democratic, and 16,000 for his Progressive opponent.

But, in the face of such hostile predictions, the Progressives point to California, where in a primary election the Progressives outnumbered the Taft Republicans, to Iowa, where Senator Cummins will support Roosevelt, and to other Western States where practically the entire Republican organization is expected to fall in line with the Progressives. In these and other States, they protest, Roosevelt will run, not third, or second, but first. In Vermont, insist the Roosevelt papers (and some of their opponents are inclined to agree with them), the Progressives won a notable victory, for, to quote the Washington *Times* (Prog.), "without organization, without anything but orators and arguments," they "polled a total of 16,000 votes and established the power of Progressivism in the very heart of the standpat country." The Roosevelt supporters "may well rejoice over the result," says the New York *Morning Telegraph* (Dem.), and the Springfield *Republican* (Ind.), another Wilson supporter now confident of the election of its candidate, thinks the feeling has been strengthened "that Mr. Roosevelt has an excellent chance of running second in the November polling."

In last week's election in the Green Mountain State, about 65,000 ballots were cast. No candidate received a majority,

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Published weekly by Funk & Wagnalls Company, 44–60 East Twenty-third Street, New York, and Salisbury Square, London, E. C.

Entered at the New York Post-office as Second-class Matter.

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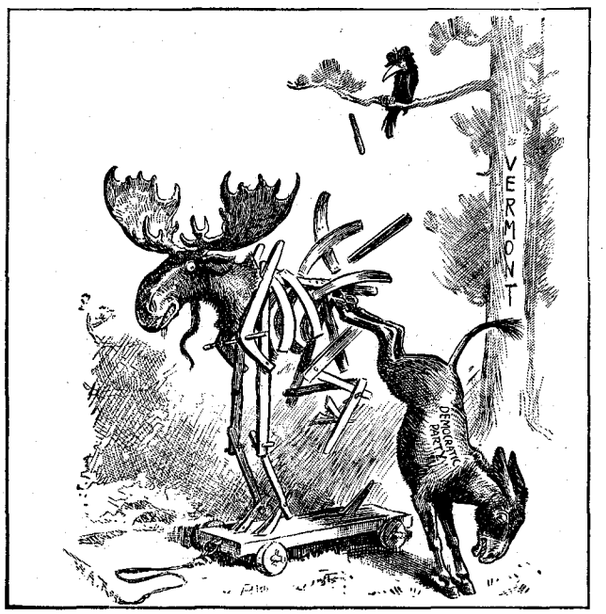
and under State law, the next legislature, a Republican body, will choose a governor. According to the latest figures accessible, the vote was cast as follows:

Allen M. Fletcher, Republican	26,259
Harlan B. Howe, Democrat	20,350
Rev. Fraser Metzger, Progressive	15,800
Clement F. Smith, Prohibition	1,443
Fred W. Suitor, Socialist	1,181

This is the smallest Republican vote cast in a gubernatorial election in Vermont since the Civil War, and the largest Democratic vote cast since the Tilden Presidential campaign of 1876, except in 1906, when the Democratic candidate for governor



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THAT WAS ONE IN THE SLATS.

—Rogers in the New York *Herald*.

secured 26,912 votes because of a Republican split. In the 1908 election for governor, the one most frequently used by the press as a basis of comparison, the Republican vote was 45,598, the Democratic 15,953.

It is this Democratic gain, in spite of the Roosevelt appeals to progressive sentiment, that causes such wide-spread Democratic rejoicing, and, in the words of the Democratic New York *Times*, justifies "not merely the hope, but the firm belief and full confidence that Governor Wilson will be elected President in November." "Certainly encouraging" it is to the Governor himself, for, as he remarks, "the Democrats did not lose any votes to the new party, and the Republicans lost." Many Democratic editors point out that if the distribution of votes in Vermont is accepted as indicative of what is to occur in November, Wilson will carry nearly every State in the Union. Says the Brooklyn *Citizen:*

"There are, indeed, excellent reasons for believing that Roosevelt will be proportionately much stronger in many of the States in November than he was yesterday, but, as there is none for thinking that Wilson will not at least do as well as in Vermont, it is obvious that the probabilities are on the side of a big majority for him. Taft may still hope to poll more votes in the whole country than Roosevelt, tho that is doubtful, but that he has no ground for harboring any expectation of victory over Wilson is undeniable. Whether he gets fifty or sixty per cent. of the Republican vote, or whether Roosevelt gets fifty or sixty per cent. can make no practical difference to Wilson if the Democrats stand as firmly by him as they did yesterday.

"This reduced to its simplest terms is the lesson of Vermont."

If we are to assume that "as in Vermont, one-tenth of the Republicans will vote for Wilson, six-tenths for Taft, and three-tenths for Roosevelt," we have, according to the New York *World* (Dem.), "this forecast of the result in November, making no allowance for Democratic unity and enthusiasm or for a large increase in the number of voters":

Wilson	7,176,994
Taft	4,607,340
Roosevelt	2,303,670

Applying the test to the electoral vote, *The World* sees only three or four States that Wilson would not be likely to carry. And other enthusiastic Democratic editors are now confident that in November Wilson will "carry the day in every debatable State in the Union."

Tho the New York *Tribune* (Rep.) prefers to lay the emphasis on the disappointing nature of the Vermont returns "to the third-term partizans," it does not fail to discern the possibility of Democratic success. It remarks:

"Mr. Roosevelt has organized a movement encouraging to the Democrats, but one quite incapable of placing him in the White House. If in other States the Democrats can hold their vote together as well as they have done in Vermont, and if the Progressives can divide the opposition in the same proportion, they will probably give the victory to Mr. Wilson."

But the Boston *Advertiser* (Rep.) sees "no room for Republican discouragement," since "Vermont stays squarely in the Republican column" and "the attempt of the Progressives to capture the State failed by so wide a margin." The Boston *Transcript* (Rep.), too, rejoices in what it looks upon as a decisive Roosevelt defeat, and adds hopefully:

"There is a great fighting area throughout the country open to Republicans, who should enter it to achieve the success of their principles and who should see in Vermont simply a stimulus to renewed exertion for the success of their party ticket."

"Vermont Ends the Chances of Colonel Roosevelt" proclaims another Republican paper, the New York *Press*, in the head-line of an editorial which ends with the declaration that the important question is "how many Roosevelt followers will now leave the Colonel to keep the Government from capture by the Democrats."

Perhaps it is natural that the anti-Roosevelt papers in New York, which the Colonel is so fond of referring to as "the Wall Street press," should take this chance to point out what a "dismal failure" his candidacy is. Practically his whole strength in Vermont, observes the New York *Evening Post* (Ind.), "proved to be derived from Republican disaffection; no mighty and irresistible popular movement gave sign of its existence." Mr. Roosevelt's "third-term movement," similarly concludes *The Times* (Ind. Dem.), "is not an earthquake, it is not a convulsion of political nature, it is only a temporary disturbance." Not only do the signs now point to a decisive Democratic victory, but this victory will, in *The Journal of Commerce's* opinion, not leave "enough vitality in the Progressive party for it to build up strength enough to realize the hope of its founder that it will supersede the Republican party after this conflict is over."

Yet the Democratic New York *American*, which occasionally has a good word for Mr. Roosevelt, notwithstanding its allegiance to Governor Wilson, believes that the new party has really accomplished something in Vermont, and is to accomplish more in other States. We read:

"The news from Vermont means . . . that the new party has taken the breath of life out of the party that now holds the White House. If these things are done in the Green Mountains, what shall be done in the rampantly progressive West? There can be no question now that the third party will make still greater inroads upon the Republican organization in the trans-Mississippi States, and that the fight there will be between Wilson and Roosevelt."

The unconcealed optimism of the Roosevelt leaders and editors over the Vermont vote is based on the fact that while Vermont, as a Wilson paper, the Philadelphia *Public Ledger*

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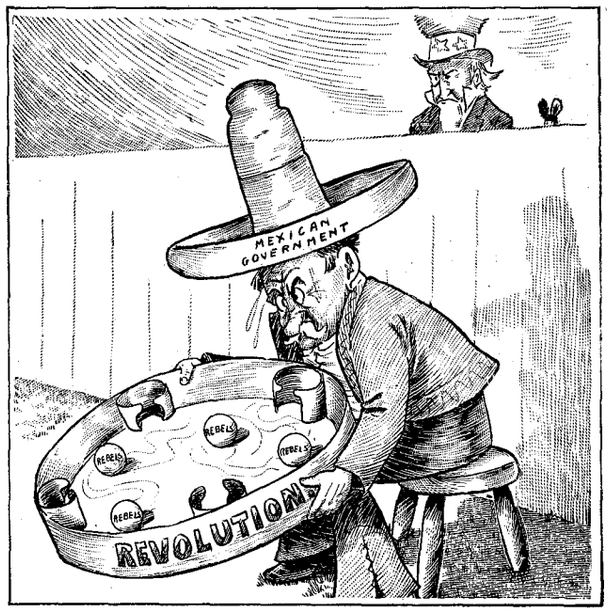
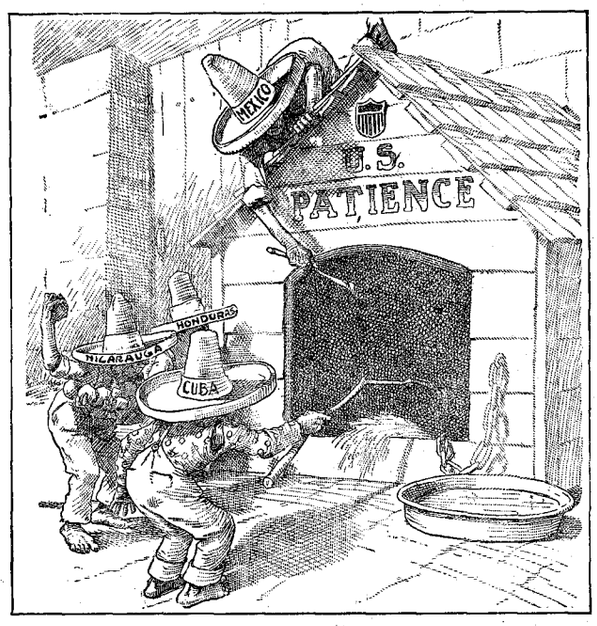


HE SURELY IS UP AGAINST SOME PUZZLE.
—Handy in the Duluth *News-Tribune.*



THE IRREPRESSIBLES.
—Sykes in the Philadelphia *Public Ledger.*

VIEWS IN AMERICA'S TROUBLE ZONE.

(Ind.) admits, "is not Roosevelt territory," yet with an organization hurriedly put together, and by dint of a brief but strenuous eleventh-hour "spell-binding" campaign, the Progressives polled nearly 16,000 votes. Two years ago, they point out, the Democrats mustered only 17,000. Colonel Roosevelt says he is satisfied, and his satisfaction is thus explained by his New York supporter, *The Evening Mail:*

"If Roosevelt gets in November the votes of the men who are unquestionably for him, but who would not vote for Metzger, he will carry Vermont. If that is the case—and who can reasonably doubt that it will be?—Taft will not carry a State in the Union.

"Vermont has done better than the Progressives expected. It has loudly heralded the overthrow of the bosses. It has proved the tremendous strength not only of the Progressive cause, but of Colonel Roosevelt personally, with the people."

It means, says the Boston *Journal* (Prog.), "not only Vermont for Roosevelt in November, but scores of other States in the electoral college as well for the Progressives." This "great victory," declares Senator Clapp, the Minnesota Progressive, "will be a source of much inspiration and encouragement to Progressives all over the country. When nearly 15,000 men in the little State of Vermont, proverbially known as one of the most standpat States in the Union, make a protest like this, it furnishes some little idea of what is going on in this country."

Progressives were further heartened by news from California, where, on the day of the Vermont election, it was decided by a Republican primary vote to indorse Roosevelt and Johnson. This leaves the Progressive leaders in control of the Republican State convention. In the contests for Congressional nominations, Progressives carried a majority of the districts. These results seem to many to indicate that in November Roosevelt will lead Taft, whose electors must be nominated by petition. This very strength, however, may prove to be a weakness, as Samuel Blythe points out in the current *Saturday Evening Post:*

"So far as the Pacific Coast States are concerned, the fight is between Roosevelt and Wilson, with Taft holding the third position. There is no doubt that large numbers of men who in usual circumstances would vote for Taft will vote for Wilson, if what they term the Roosevelt menace becomes really menacing. If they think there is a chance Roosevelt may win they will surely vote for Wilson. Many of them will do so, anyhow, just to make the rebuke to Roosevelt stronger. No matter what happens there is small consolation in the situation for Mr. Taft, unless the Roosevelt campaign bogs down entirely, and a considerable amount of cheerful anticipation for Mr. Wilson."

OHIO'S REBUILT CONSTITUTION

THAT WOMAN SUFFRAGE was defeated in Ohio's vote on constitutional amendments, while other reforms, such as the initiative and referendum, home rule for cities, judicial reform, income and inheritance taxes, and Presidential primaries, were approved, appears so strange to most of our editorial experts that in trying to explain what happened to this one amendment they almost overlook discussion of forty-one others. The editors hold a sort of preferential primary of their own to vote upon where to fix the responsibility for the defeat of suffrage. In this the "opposition of the liquor interests" and "the approval of Colonel Roosevelt" run strongest in a field with such other candidates as "the indifference of the women themselves," the "German vote," the "Catholic vote," and "a matter of geography." Any number of editors assure the suffragists that the defeat is nothing decisive.

Of those who hold that Colonel Roosevelt defeated suffrage by supporting it the New York *Herald* and the New York *World*, two of his bitterest critics, are conspicuous. The support of the Progressive candidate proved to be "blight, instead of life and vigor," declares *The Herald*. *The World* gives this advice:

"If the suffragists permit themselves to be bass-drummed into the third-party camp they will make two enemies for every friend they gain. They will create new antagonisms for themselves instead of overcoming the old prejudices they have sought to overcome. They can not use Mr. Roosevelt to secure woman suffrage, which is a State issue, not a national issue, but he will use them for campaign purposes.

"It is not Progressives only that the woman suffragists need to convert, but Democrats, Republicans, and Progressives. They will not gain Republican support by attacking Mr. Taft, and they will not win over Democrats by opposing Governor Wilson. Roosevelt politics is the last game in which they should engage if they purpose accomplishing practical results."

The New York *Evening Post* is not so certain what part, if any, the Bull Moose advocacy played, but has this counsel to offer:

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"At any rate, suffrage leaders the country over, from Miss Addams down, ought now to be asking themselves more carefully than ever whether the tying up of their cause to this party that stands for so sinister a personality as Mr. Roosevelt's has not injured the cause rather than helped it."

The Post is also one of the many that declare the suffragists were feared by the brewing interests, who are powerful in politics:

"For this issue the State was one of the most difficult that could have been selected, and not only because of the power of the brewing interests and the large German population, by which so radical a proposal was certain to be opposed. The power of the local machines, too, is not yet broken in Ohio, tho there have been victories over them here and there. In other States besides Ohio the cause has been defeated, only to rise triumphant in the end, and in the five other States which will vote on the suffrage question this fall the suffragists may yet receive balm for this defeat."

In an Ohio paper we find at once an explanation of the defeat of suffrage and an exhortation to the suffrage workers. Says the Cleveland *Plain Dealer:*

"What the Ohio suffragists should do, in renewing their fight for the ballot, is to stir up the women of the State themselves to manifest a desire for the ballot and a willingness to use it if vouchsafed them. For when the women of Ohio or any other State actually desire to vote on an equality with the men, they will get the privilege. There can be no doubt whatever of that.

"Suffragists have their chief work to do, not among the men of Ohio, but among the women. What they have chiefly to fear is not the hostility or indifference of the men, but the lack of interest now apparent among the great majority of women."

A strong tendency is evident among the suffragists who were on the ground during the campaign to blame the brewers. Some of them are saying that a threat "No saloons if women vote!" was quoted wi h de dly effect. "The liquor interests, not without reason, have feared the effects of giving women the ballot, and have organized strenuously against it," says the Springfield *Republican*, and it thinks that this, and not a lack of friends for the suffrag movement as a principle, is evident. And it adds: "Ohio will have other opportunities to vote on suffrage, and sooner or later will fall into line."

That geography had something to do with the result is an idea advanced by the New York *Press*, which remarks that "apparently the only promising field for the suffragists still lies far west of the Mississippi."

Words of commendation for Ohio's action on suffrage are rather few. Even the New York *Times* overlooks an opportunity to write congratulations, tho that, apparently, is because many other amendments try the editorial temper too much. *The Times* caustically puts it that "male suffrage" was "not vindicated" either:

"Ohio could not have done worse if the women had voted.

"In the long forward look universal woman suffrage is to be deplored. The suffragists themselves prove it, involuntarily, by their argument that ignorant and vicious men may vote, while the suffrage is denied to educated women. That means that they believe in a restricted suffrage. Yet in the effort to get votes for themselves they seek to place the ballot in the hands of the mass of uneducated women, no better than the unworthy men who now have the ballot. But the extension of the suffrage to include all classes of both sexes could not work such harm to Ohio as was wrought by the adoption on Tuesday of the amendments for a minimum wage, for duplicate taxes, and government by the mob."

Other editors are plenty who fear bad results from some of the Ohio amendments, and brand as "radical" the proposals to restrict the use of injunctions in labor disputes, the eight-hour day prescribed on public work, the tax measures, reforms in court procedure, home rule provisions, and the extension of the primary. The New York *Tribune* says of Ohio:

"Its voters seem willing to set up an experiment station in which radical nostrums may be 'tried on the dog' for the benefit of the country generally. That is a State's privilege, and outsiders have perhaps no right to complain. Maybe the Eastern and the other Middle Western States should be grateful for the chance to profit without cost to themselves from Ohio's experience."

In reply to the editors who predict hard times for the State because capital will be driven out of it, the Washington *Times* thinks that the new measures are simply part of a process of "making business decent," which "never makes it die"—

"It didn't do it in Wisconsin or Kansas; their experience proves that making business morally better makes it boom. It will do the same in Ohio. The old bogy about the American people confiscating from themselves everything they have got is played out. What's the use picking your own pocket, anyhow!"

After Ohio has tried the new amendments for a while, this writer concludes, it is sure to be glad it has them.

NEW ORLEANS A COMMISSION CITY

FRIENDS OF COMMISSION GOVERNMENT appear particularly elated at the fact that New Orleans, the latest recruit for the movement, is one of the country's large cities. "This big victory for good government in New Orleans marks the twilight for bad government in the big cities of America," is the enthusiastic comment of the Kansas City *Star*. While most of the newspaper advocates of the new form are jubilant, they stop a little short of this, and add a warning, as the New Orleans *Picayune* does, that "the whole success of the commission idea depends upon the selection of the best possible men for the posts of mayor and commissioners." Many are declaring that they will watch the New Orleans experiment with particular interest because, as the Richmond *Times-Dispatch* puts it, "doubt has been exprest as to the adaptability of the commission form to the greater cities of the country, however established its success in the smaller." New Orleans has a population of 339,075.

That in the face of this doubt the Southern metropolis voted 10 to 1 in favor of a commission, is explained by a number of editors as a result of "exceptionally inefficient" government under the ward rule and a "suspicion of corruption." These terms, used by the Cleveland *Plain Dealer*, are in the vein of the New Orleans *Times-Democrat*, which in the course of the campaign argued that political waste and extravagance "have naturally affected the whole city, for excessive taxation is a damper on industry and production." The almost unanimous vote for the new plan is indicative, the New Orleans paper thinks, of a growth of strength of the idea with the people "until the bosses halted, weakened, and gave ground."

It is noted by the Richmond *Times-Dispatch* that New Orleans tried commission government some forty years ago, and is now merely reverting to it:

"New Orleans is really reverting to the commission form of city administration, instead of being converted to it, for in 1870 the quaint old city was in such financial straits that its affairs were intrusted to a commission of eight, who gave the city far better government than it had previously, altho such opposition arose that in 1882 the new form of administration was abolished. Unknowingly, the framers of the Galveston commission form of government, the first of its sort in recent years, almost duplicated the New Orleans charter of 1870. Dr. William O. Scroggs, of the Louisiana State University, in his valuable monograph on commission government in the South, declares that 'if this system had been tried at a time when civic interest was at a higher ebb, the credit of originating the commission plan of government might now be claimed by New Orleans rather than Galveston.'"

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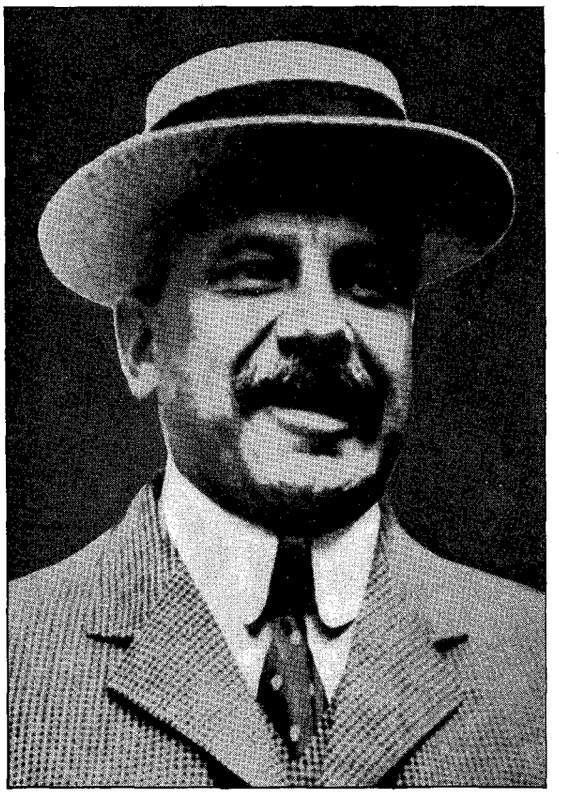
DYNAMITE IN THE LAWRENCE STRIKE

WHETHER IT IS CREDIBLE that William M. Wood, head of the $75,000,000 American Woolen Company and described as "the most important man in the woolen industry in the world," could have conspired to "plant" and discover dynamite in Lawrence mill workers' homes for the purpose of turning public sentiment against the textile strikers, is a question that most of the editors can only regard as "seemingly improbable." Without declaring their sympathies they print the news that Wood, with Fred E. Atteaux, a dye and color manufacturer, and Dennis J. Collins, a dog fancier, have been indicted and have pleaded not guilty; and that the principal witness for the prosecution supposedly is John J. Breen, an undertaker and a member of the school committee, who has been reported to be willing to confess that he was hired to distribute dynamite. While the press in general go little further than this, two newspapers are conspicuous as exceptions to the rule—the Brooklyn *Eagle* for declaring that "it seems more likely that class feeling has become so bitter over the Lawrence strike that the labor men have been able to secure an indictment on insufficient evidence," and the Philadelphia *Record* for the view, rather surprizing in contrast, that:

"The suspicion that the manufacturers forced the strike in order to discourage 'humane legislation' is strongly supported, and makes it easy to entertain the suspicion that they tried to get strikers falsely condemned for using explosives."



WILLIAM M. WOOD,

President of the American Woolen Company, who posed laughingly for the photographers when arrested, and said he hoped they would get a good picture. He denies participation in the dynamite plot and says: "I certainly had no connection with it, and this fact will be fully established at the proper time."

Tho a dispatch to the New York *Times* says that the indictments are believed to have been based on the testimony before the grand jury of a mill builder who is said to have procured the dynamite, and "who killed himself because of worry over the case," the connection of Wood and Atteaux with the charges appears to be rather vaguely defined. Collins is accused of transporting the sticks and Breen of "planting" them. Mr. Wood answers for himself in a statement:

"Of course I am greatly surprized by the action of the grand jury. I can not conceive what information could have been presented to the jurors which in any way connected me with the so-called dynamite plot.

"I certainly had no connection with it, and this fact will be fully established at the proper time to the full satisfaction of the public and even the District Attorney.

"Beyond this I have nothing to say."

While there is hesitation about judging the merits of the case on early evidence, the sort of crime that is alleged is not described in doubtful terms. Even a journal ordinarily so temperate as the New York *Evening Post* is heard saying:

"In regard to the nature of that deed it is not necessary to suspend judgment. It was not only a crime, but a peculiarly shocking and abhorrent one. To attempt to make it appear that the Lawrence strikers were preparing to blow up the mills and kill innocent people by dynamite explosions is an offense on the part of capitalism which pales the worst acts ever committed by labor unions. It is, indeed, so despicable that any man proved guilty of it should not only receive the extreme penalty of the law, but should be regarded for the rest of his life as a moral outcast."

Two journals, *The Evening Post* one of them, hold the opinion that the crime was committed, but choose to wait to discover who was guilty of it. *The Iron Age* goes a little further and declares the case to be "an apparently authenticated instance" of "frame-up," such as often has been charged by strikers before. This editor declares:

"It was a dastardly piece of work, and those concerned in it, whoever they are, should receive the extreme penalty of the law. They have betrayed the cause of employers generally, by supplying a basis on which hereafter allegations by strikers against unscrupulous or lawless acts of employers will be received with credence by a disinterested public. It is to be hoped that when the full details of this conspiracy against society shall have been laid bare it will be found to have included a very few men, who devised the scheme without the knowledge of the other Lawrence employers. It is inconceivable that the Lawrence mill owners as a body would countenance such an act of scoundrelism."

Without taking any such decided stand on the present issue, some of the editors find occasion to remark on other acts of the millmen. The New York *Sun*, as one instance, thinks that the conspiracy charge would seem incredible "were it not for the fact that the Lawrence strike afforded a series of incomprehensible incidents," for example:

"The strikers went out because their pay was cut down when their hours of labor were decreased through the operation of a statute the effect of which they had never understood. In the subsequent struggle the amount of blood shed was remarkably small in view of the numerous incidents in which serious rioting seemed unavoidable. Finally the demonstrations culminated in the unprecedented action of the authorities in refusing to allow children to leave the city, a refusal that instantly swung public sympathy away from the mill owners and solidified it behind the strikers, with the result that they won practically all they were fighting for.

"It was obvious then that the mill owners were most unintelligently advised in the controversy. Now they must face the charge of criminal misconduct. May they be pronounced innocent, for their muddle-headedness is a sufficient burden for them to bear."

One of the surprizes in the news is that Clarence S. Darrow is reported to have counseled tolerance toward Wood. Mr. Darrow is quoted as saying:

"I have no desire to see Mr. Wood punished. I know that he, like the McNamaras, and like hundreds of other men on both sides, has been caught in a great machine, and that such as are guilty are guilty of social crimes only. In this great conflict the individual is not to be considered."

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RUNNING AMUCK.
—Winner in the Pittsburg *Post.*

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"SIR, YOU HAVE THE ADVANTAGE OF ME."
—Rogers in the New York *Herald.*

SOME HOSTILE CARTOON REMINDERS

TARIFF IDEAS OF ROOSEVELT AND WILSON

THOSE PUZZLED by doubts about the personal tariff planks of Mr. Taft's two opponents are now finding more or less light on the subject in their recent campaign speeches. The newspapers had been complaining of a lack of definiteness on the part of these gentlemen. The Philadelphia *Public Ledger* (Ind. Dem.) calls the Colonel "vague and uncertain" on the tariff, while the New York *Tribune* (Rep.) declares that the more the Governor talks about the tariff "the more evident it becomes that he is either incapable of dealing plainly with the public on current issues or artfully avoids doing so." The Boston *Herald* (Ind.) and New York *Journal of Commerce* refer impartially to the "vagueness" and indefiniteness of both the Democratic and Progressive candidates, and their hiding of their tariff policies in "clouds of meaningless words." But in Colonel Roosevelt's New England speeches, and the recent addresses of Woodrow Wilson, we find an iteration of certain statements which might be taken as declarations of tariff faith. In a word, Governor Wilson believes our "exaggerated protective tariff" works an injustice to the American consumer, is provincial, and keeps our country from freely participating in the world's commerce; the ex-President is an avowed protectionist, but wants some schedules reduced, revision to be brought about through "a tariff commission, not a little dinky board," and all tariff benefits to be shared by the workers. The later utterances of the Governor seem to the Washington *Post* (Ind.) to smack rather strongly of free trade, and they are roundly denounced as such by the New York *Press* (Ind. Rep.) and *Evening Mail* (Prog.). But an explanation of his views before an audience of New Jersey farmers pleased many Democratic papers, the Brooklyn *Eagle* finding "the broadest statesmanship" in his words, and the Nashville *Banner* discovering therein "the real truth and logic of the situation." After reminding his hearers that while they "were feeding the world, Congress was feeding the trusts," the Governor said:

"The trouble with the business of the United States under the tariff is that men think they can't make money without the assistance of the Government. As long as you allow them to think that, then every mother's son of us is tied to the apron-strings of the old grandmother sitting in the Capitol at Washington. Now, for my part I am free, and twenty-one, and I don't want any assistance of the Government to enable me to make a living.

"Legitimate business has nothing to fear so long as it will stand on its own bottom. But business has everything to fear if all it has under it is the prop of a tax which everybody is obliged to pay in order that business may prosper. . . . . .

"If prosperity is not to be checked in this country we must broaden our borders and make conquest of the markets of the world. That is the reason that America is so deeply interested in the question of the merchant marine, and that is also the reason why America is so much interested in breaking down, wherever it is possible without danger, that dam against which all the tides of our prosperity have banked up—that great dam that runs around all our coasts, and which we call the protective tariff. I would prefer to call it the restrictive tariff. I would prefer to call it the tariff which holds us back. I would prefer to call it the tariff that hems us in, the tariff that chokes us, the tariff that smothers us, because the great unmatched energy of America is now waiting for a field greater than America itself in which to prove that Americans can take care of themselves."

While Colonel Roosevelt insists that "we are engaged in beginning the great work of social readjustment and industrial reform," and that "this talk of the tariff is simply a red herring across the trail to distract the attention of the people from the real needs of the situation and the real issues involved," he paid more than his wonted attention to the subject during his recent New England campaigning trip. Speaking at Providence he expounded the Progressive tariff gospel at some length, saying in part:

"We intend to work for prosperity; but we wish to see prosperity cast around. We stand for a protective tariff, but we wish to see the benefits of the protective tariff get into the pay-envelop of the wage-worker. Instead of decreasing, we wish to increase the amount of the prize-money that is rightfully due those who work hard in industry; but we stand for a more equitable division of the prize-money. . . . . .

"The Republican proposal is a tariff for privilege in industry. The Democratic proposal is a tariff for the destruction of industry. The Progressive proposal is a tariff in the interest of labor in industry. . . . . .

"We propose to reduce the various schedules as to which the duty is undoubtedly too high. We propose to deal with the tariff, schedule by schedule, in accordance with the reports of a non-partizan commission of experts who shall make their reports

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"THAT DOESN'T SMELL AS GOOD AS IT DID SOME YEARS AGO."
—Cesare in the New York *Sun*.

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THERE WAS AN OLD WOMAN WHO LIVED IN A SHOE,
SHE HAD SO MANY CHILDREN SHE DIDN'T KNOW WHAT TO DO.
—Morgan in the Philadelphia *Inquirer*.

OF OLD, FORGOTTEN, FAR-OFF THINGS.

not on the theory of being 'good' to anybody, but with the theory of doing justice primarily to the American wage-worker and the American consumer."

Before another audience of farmers, this time in Pennsylvania, Governor Wilson remarked upon the Roosevelt "prize-money" phrase that "those who capture prizes and get prize-money are usually freebooters," and added:

"Now, I am not going to stop to argue that question, because that is not a farmers' question, what becomes of the prize-money, but it is a farmers' question whose goods are captured and who supplies the prize-money, and I have a violent suspicion that you yourselves supply a great deal of it. . . . . .

"The American farmer never has been protected, for the very good reason that he never needed to be protected, and his grains have sold at prices established by the prices which his produce commanded in foreign markets. That is an economic fact. Very well, then, your prices are not established by protection. They are established by your abundance which you ship to foreign countries, and in the meantime everything that you use on the farm, everything that you wear, and a great deal of what you eat, but do not yourselves produce, including meats, bears a heavy duty, which brings about the interesting result that you are paying for the wealth of the United States and getting nothing, or equivalent to it, so far as the tariff is concerned."

This gives the New York *Tribune* an opportunity to show its readers what a dangerous "free trader" the Democratic candidate is:

"Mr. Wilson says that he is firmly against all class legislation. If that is so, he should want to have the things used by the artizan, the factory hand, and the railroad employee put on the free list as well as those used by the farmer. No politician who proposes to make imports free solely because they are to be used by farmers can logically refuse to make imports free because they are to be used by other classes of workers. . . . . .

"The Democratic candidate would make a more impressive figure if he should say frankly that he believes in throwing down all barriers against free trade. . . . We don't think that the Governor will find a very hearty welcome from the farmers if he tells them what his purpose really is—if he acknowledges that his chief reliance for reducing the cost of living is to check domestic industry, increase non-employment, force down wages, and bring in lower prices by reducing the general purchasing power of the community."

Colonel Roosevelt also attacks the Wilsonian "free-trade" principles, and reasserts his belief in protection, but explains:

"I wish to see various duties revised downward. What I am especially anxious to see is the creation of a government commission similar to that in Germany which will enable us to examine the effect of any particular duty; first, as to how it affects the consumer.

"I am delighted to have a duty imposed equal to what is necessary in order that the industry may live. But I am not contented if that duty stays in the front office. I want to see it get into the pay-envelop, and if a reasonable share of the profit does not get into the pay-envelop then I am in favor of taking the duty off. Now that is a perfectly clear and explicable position."

A further elucidation of Governor Wilson's tariff principles, accompanied by a gentle thrust at the Progressive platform and candidate, came in the Governor's Buffalo Labor Day speech. To quote him in part:

"The predictions of the leaders of the new party are as alarming as the predictions of the veriest standpatter. There is the stimulating breath of hope in every part of the platform of the new party except that which touches the tariff and the trusts. . . .

"It may be interpreted in the light of some interesting things Mr. Roosevelt has recently said. Mr. Roosevelt declares his devoted adherence to the principle of protection. He declares that he is not troubled by the fact that a very large amount of money is taken out of the pocket of the general taxpayer and put into the pocket of particular classes of protected manufacturers, but that his concern is that so little of this money gets into the pockets of the employees.

"I have searched his program very thoroughly for an indication of what he expects to do in order to see to it that a larger proportion of this 'prize'-money gets into the pay-envelop, and I have found only one suggestion. There is a plank in the program which speaks of establishing a minimum, or living, wage for women workers, and I suppose that we may assume that the principle is not in the long run meant to be confined in his application to women only. Perhaps we are justified in assuming that the third party looks forward to the general establishment by law of a minimum wage."

But a minimum wage established by law, we are warned, would reduce all wages nearly to the level of that minimum, would make successful strikes almost impossible, in connection with the Progressive scheme for the regulation of business would set up all employers as "wards and proteges" of the Government, and would tremendously strengthen that "very partnership between big business and the Government" which "most of us are fighting" to break up.

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WHY BLEASE WON

HOW TO EXPLAIN why the South Carolina Democratic primary renominated Cole L. Blease for governor appears to many of the press to be one of the most vexing problems in current political news. A cry of fraud—alleging that a vote of more than 140,000 as compared with 107,000 in 1910 indicates ballot-box stuffing—has temporarily been appeased, dispatches say, by the prompt decision of the State Democratic Executive Committee to investigate. But many of our editors, assuming that the election may be proved honest, are seeking for other explanations—that there may have been unadvertised features, that Blease is representative of his State, or that certain forms of popular government are not to be trusted.

The newspapers that are charging fraud in the election declare that there has been no great increase in the population of the State in the past two years, and that a high estimate of what the vote ought to run would be 110,000 or 115,000. The Newberry *Observer* (Dem.), representative of this faction, declares that it is reasonable to conclude that 25,000 to 30,000 fraudulent votes were cast—"the rottenest election that ever occurred in South Carolina." The reported explanation in defense of Governor Blease, as voiced by his brother before the investigating committee, is that in the intense interest of the campaign "some men had been taken from their beds to vote; that thousands, under the urging of the newspapers, came back from the mountains and from their vacations to vote, and that they voted for Cole Blease, and now the papers are kicking."

One of "the papers" leans to the side of charity in discussing Blease. The Baltimore *Evening Sun* (Ind.) hazards that there must be some explanation of him that has not been made to the country at large. It argues:

"The people of the United States do not admire blackguards and ruffians and crooks, and there is no reason to believe that the people of South Carolina differ materially from those of the rest of the country in this respect—yet Blease has been portrayed as a blackguard, ruffian, and crook combined. Certainly he is a man of unbridled temper and violent speech. The coarseness of his language on the stump in the present campaign of itself would have been sufficient to bar him from any office of importance in any community of which we have acquaintance. Yet he has received a larger vote than his chief opponent, Judge Ira B. Jones, who is represented as a man of character, ability, and refinement."

This, however, is a unique view. A majority of the press are saying either that South Carolina got the sort of candidate it admires, or that the State's primary system must be treacherously organized. "Notwithstanding possible truth in the charges of fraud in the primaries," declares the New York *Tribune* (Rep.), "he is the sort of governor that the sort of people now ruling in South Carolina like." This view is explained historically as follows:

"South Carolina after the reconstruction period fell into the hands of the old ante-bellum aristocracy. The poor whites—the small farmers, mechanics, and hill folk—were almost as little considered as the negroes by leaders like Wade Hampton and Matthew C. Butler, who ruled the State till the rise of Tillman. Since that revolt of the poor-white element the political appeal to ignorance and prejudice has been progressive, and its natural fruit is Blease. . . . . .

"This popular revolution for the rise of the uneducated and unpropertied to power has not been inspired by a spirit of larger humanity, but by the spirit of narrowness and prejudice and reaction. And it proceeds by open appeal to the baser instincts of the crowd. It is a discouraging spectacle. It would be comforting to think it the result of temporary aberration. Unfortunately the evidence shows that it is the result of a fixt state of mind, which only a slow process of enlightenment is likely to change. It is Bourbonism transplanted from the planter's mansion to the overseer's cabin."

Opponents of direct rule by the voters think no less of South Carolina's intelligence, but remark with the New York *World* (Dem.) that:

"With all the power of the old Republican machine in Pennsylvania behind him, not even Penrose would have ventured to renominate for governor a politician of the character and reputation of Cole Blease. . . . . .

"People must learn to vote more intelligently than they did at these primaries before they can be intrusted with the power to recall judicial decisions at the behest of demagogs, aggrieved litigants, or well-meaning visionaries. If majorities that indorse for reelection crooks and blackguards in office are to overrule the highest courts at the polls, there is an end of all law."

Some of the South Carolina papers reply to this that the idea of direct rule is as good as ever, but the "system," as they call it, that nominated Blease is so framed and conducted that it is "vicious in the extreme." These are the words of the Charleston *News and Courier* (Dem.), which adds:

"We do not consider that there is the least likelihood that South Carolina will return to the convention system, nor is it desirable that it should do so; but the convention system with all its faults was infinitely better than the primary plan with the vices which have sprung up under it."

The Charleston *Post* (Ind. Dem.) corroborates this by describing the South Carolina primaries as "'loosely ordered'" and relating:

"Efforts have been made time and again to induce the State convention to pass regulations for the primary that would prevent fraud by fixing some standard of qualification, but the answer has always come that every white man should have opportunity to vote and that the people could be depended upon to safeguard the integrity of the ballot without rule or order of any authority."

Editors of a great variety of papers have had words of approval for Senator Tillman for writing a letter of denunciation against Blease. To the Senator's characterization of "Bleasism" as "selfish, low, dirty, and revengeful," Blease combines a reply and comment upon the election results that "it is not that they love Tillman less, but that they trust Cole L. Blease more."

TOPICS IN BRIEF

AND even a Penrose has its thorn.—*Memphis Commercial Appeal.*

HE "squirts ink," says the Colonel. Then he must be a fountain Penrose—what?—*Toledo Blade.*

INQUIRY is made as to who this man R. McGeddon is that we hear so much about lately.—*Kansas City Journal.*

THE Panama Canal is running a close second to Ty Cobb in the matter of spectacular slides.—*New York Evening Sun.*

IF the Wilson-Marshall ticket wins in November, the machinery of state ought to run mighty smoothly, equipped with two governors.—*Southern Lumberman.*

WOODROW WILSON claims to be a great admirer of the Kaiser. If he is after the German-American vote he need only to say he thinks Hans Wagner far superior to Ty Cobb.—*Southern Lumberman.*

WILL the parcels post mail go by freight like the magazines?—*Jacksonville (Florida) Times-Union.*

WHAT Senator Cummins of Iowa means is to aim "so's to hit if it's a deer and miss if it's a calf."—*New York World.*

IN political troubles at least, oil on the troubled waters doesn't always have its wonted quieting effect.—*Southern Lumberman.*

THAT fifty-five-story Woolworth Building in New York begins to look like the 1912 addition to the Ananias Club.—*Nashville Democrat.*

WE may suggest that the Post-office Department can save a lot of money by not distributing the mail at all.—*Charleston News and Courier.*

COLLECTING autograph letters has ever been one of the penchants of the wealthy, but Mr. Hearst seems to be the only collector to have got any practical results from his hobby.—*Southern Lumberman.*

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WAR WITH ENGLAND IMPOSSIBLE

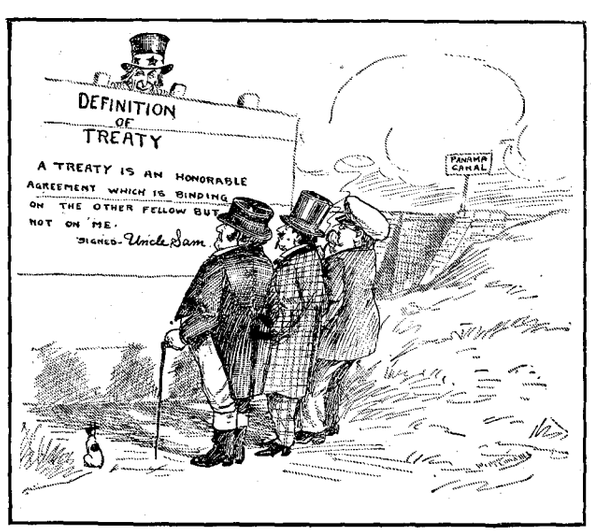
THE PANAMA DISPUTE has roused up Norman Angell, who branded war as "The Great Illusion" in his famous book. His full name is Ralph Norman Angell Lane, and far from being an idle dreamer of peace, he is editor of the Paris edition of the London *Daily Mail* and an authority on politics and economics. In the London edition of his paper he writes an article headed "Why Not Fight?" and his answer is that whatever the outcome, England would lose. She would merely damage her own property and almost ruin the British insurance companies. Besides, he tells the British that America is impregnable to foreign attack, and our immense area and tremendous internal trade and resources would make us almost indifferent to hostilities along the coast. He remarks that while England might go to war with Germany for "the cynical repudiation of solemn treaty obligations," not so in the case of the United States. To quote his words:

EXTENDING THE COLD ELBOW.
—*Punch* (London).

"We have not gone to war with the United States; we shall not go to war and are not even thinking of war, and this not because blood is thicker than water, for when the blood was a good deal thicker, when American really was English blood, which now it is not, we went to war, not once, but twice, and fought with Germans against Americans, so it is not for that reason that we submit to affronts from America which, if committed by Germany, would make war inevitable. The reason why we shall not go to war is because war would be ineffective."

Even an English triumph on the seas against the United States would prove but a Pyrrhic victory, he thinks, for—

"We could not impose our will by war. America is not only impregnable so far as a military force is concerned, but is quite obviously impregnable. We could, it is true, destroy her navy, bombard her ports, blockade her coasts and by so doing create a position far more onerous for us than for her. She would be embarrassed; we should starve—Lancashire from lack of cotton, and other parts of our population from the high prices of food. Our finances would be chaotic from the havoc which this state of war would make with the British millions sunk in American investments, while America, as a self-contained continent, would be much less seriously hit."


DEFINITION OF TREATY
A TREATY IS AN HONORABLE AGREEMENT WHICH IS BINDING ON THE OTHER FELLOW BUT NOT ON ME.
SIGNED-Uncle Sam
PANAMA CANAL

THE 1912 DECLARATION OF INDEPENDENCE.
—Toronto *News*.

While the United States is independent of Europe, England is compared to the man who welcomed the crumbs from the rich man's table. He says of our Republic:

"She does not depend upon foreign food or foreign money. She has already secured foreign trade which, however, is but a drop in the bucket compared with her internal trade. She can far better afford to be locked in than we can afford to be locked out. Her navy serves no earthly purpose connected with any vital function of her national life. By bombarding her coast towns we could do some damage to property which is mainly ours and which, in the end, our insurance companies would have to pay for, but beyond that—nothing. There we should stick. If we landed armies they would be swallowed up in the very spaces of the continent."

England has given no help in the building of the canal. She has therefore no means of enforcing her treaty rights excepting by war, and war in this case is declared quite inadequate. Mr. Lane does not blame the United States for "this movement for treaty repudiation, which owes its force to a spirit which is the direct outcome of the common political beliefs of Christendom, of the military system and of efforts to maintain it." On this point he dwells more at length as follows:

"What is the moral of this Panama Canal business, this cynical disregard of solemn treaty obligations? We are told that it is a failure of arbitration and the absurdity of depending on international good faith, whereas the real lesson of these incidents is the failure of war, the war system and all it implies. We may go to war for things that do not matter, but when America takes an attitude calculated to hamper our movements and commerce with half the universe we submit, because war (in preparation for which the nations have piled their armaments to the skies) is utterly ineffective as an instrument for enforcing our rights, and we have no other instrument because we have not given an equivalent effort to its creation."

Mr. Lane concludes by dwelling almost gleefully on Great Britain's dilemma because, according to him, it proves his own pet theory that war is a delusion. The vast fleets and armies maintained by taxing the people are now as much out of date, he thinks, as the obsolete arbalete or balista. We are as safe against invasion as the Ethiopians were from the vast army of Cambyses, which was conquered by famine, or as the Russians were from the Grand Army of Napoleon, which was conquered by frost.

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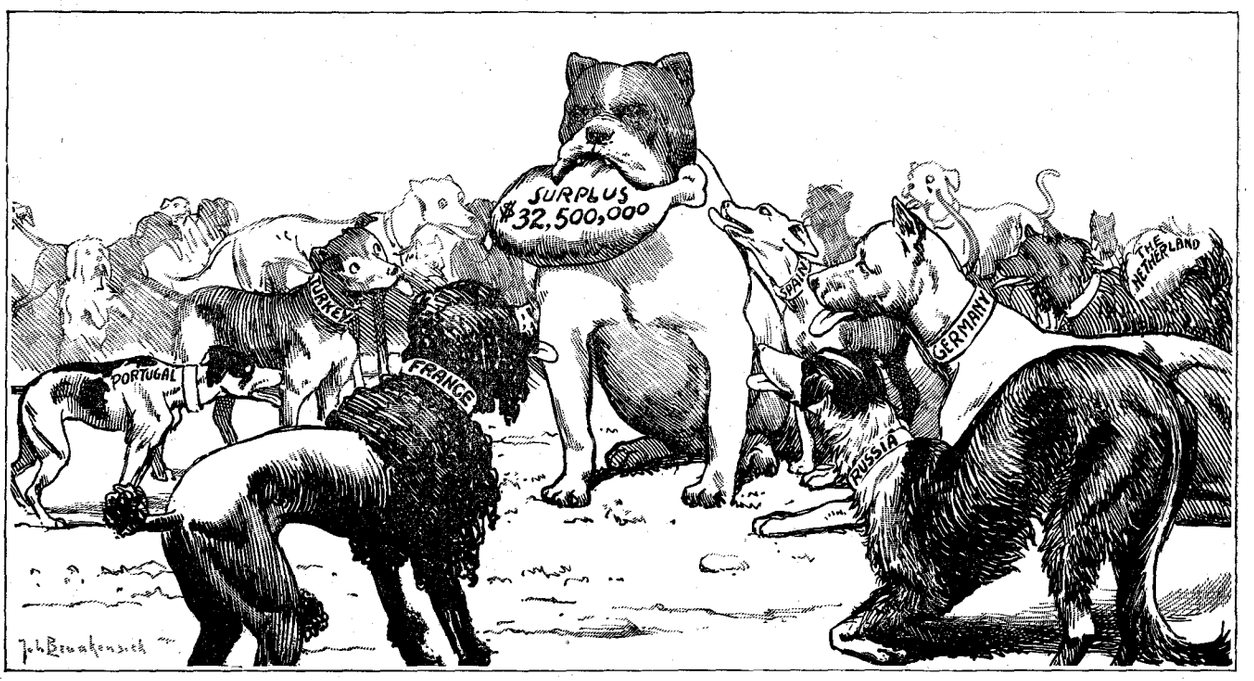

WHY JOHN BULLDOG CAN DEFY HIS ENEMIES AS WELL AS HELP HIS FRIENDS. —*Amsterdammer.*

ENGLISH PRESS ON THE LODGE RESOLUTION

SENATOR LODGE'S resolution, which extends the Monroe Doctrine so as to exclude commercial corporations as well as states from occupying harbors or other lands on the American continents, "so situated that the occupation thereof for naval or military purposes might threaten the communications or the safety of the United States," is favorably received by the general London press as being a natural result of the new conditions occasioned by the building of the Panama Canal. It is not likely to injure British interests, we are told, and it is better that such a rule should be made now than later on, when some actual case might occur which challenged judicial decision and led to serious complications. It is frankly admitted that, in case of hostilities, foreign corporations, if allowed a home on American soil, might ally themselves with foreign states and constitute a serious menace to international peace. The London *Spectator* regards "the Monroe Doctrine, for all its vagueness, as a most valuable instrument of peace," and "if the United States means to insist on asserting the Monroe Doctrine as against foreign associations as well as against foreign governments as such, she is certainly well advised to express that intention now, in an impersonal manner, rather than later." To quote further *The Spectator's* view of the Lodge resolution:

"It is well within the purpose, if not within the actual words, of the original Monroe declaration. Foreign corporations and foreign governments are not identical things, but in certain circumstances the one may easily be turned to the use of the other.

"From the point of view of Great Britain, this action of the Senate need cause no uneasiness. With the principle of the Monroe Doctrine we are familiar, and Mr. Lodge's resolution does not really go beyond it. It is hardly possible that it should injure any one in this country, and it certainly serves as a protection against a real danger. The vast area of South America is divided among several communities whose interests are not always the same as our own, and when the two are antagonistic they are capable of making our political relations highly inconvenient.

"The Monroe Doctrine offers a way out of these difficulties. It constitutes the United States a kind of buffer between the contending parties; it provides a means of reconciling our interests and theirs without demanding an unconditional surrender on either side. But it does not do this without laying a very real burden on the United States. It makes her in a sense a mediator between the European and the South American Powers. France, or Germany, or Great Britain is offended by some act of a South American state. Were it not for the Monroe Doctrine, she might assert her interests in a high-handed fashion which would soon bring the offender to his knees."

"The new policy is not unexpected," declares the London *Times*, and it proceeds to say that "English statesmen have never been critical as to the evolution of the Monroe Doctrine." To quote further:

"Whether this [resolution] is to be described as an extension of the Monroe Doctrine, or as an application of the wider principle that each state may take what measures it deems essential for its safety, is a question of words.

"The new policy is not unexpected. It has been repeatedly pointed out in *The Times* that with the construction of the Panama Canal there was likely to be a reconsideration and extension of the Monroe Doctrine. Admiral Mahan has indicated the strong objections to any Power having a base within striking distance of the Isthmus; and in commenting upon Mr. Knox's journey to Panama last February and the closer relations which must be formed between the United States and Central America, our Washington correspondent remarked, 'It is obvious, even apart from the canal, Central America, and possibly Mexico, must now be the primary concern of those who are called upon to interpret and enforce the policy formulated by President Monroe.' In fact, each generation has its own version of that doctrine."

But *The Pall Mall Gazette* (London) thinks that it would be time enough for the United States to warn off other nations and corporations "from Tom Tiddler's Ground" when the Washington Government practises what it preaches, and we read:

"The action of the United States Government in annexing Porto Rico, acquiring the naval base at Guantanamo, and assuming control of the Canal Zone in Panama was doubtless justified by necessity. But recently there has been suspicion of a tendency to utilize internal disturbances in Mexico and Cuba for the purpose of further territorial expansion.

"We do not attach much importance to these suggestions. But we think that international relations in regard to the American 'hemisphere' would be made easier and the underlying principle of the Monroe Doctrine made more acceptable to other Powers if the opportunity were taken to reaffirm the determination of the United States to seek no further territorial expansion, and to avoid the same kind of colorable acquisition of places convenient for naval bases which the Senate declares it would view with 'grave concern' on the part of other nations."

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YANKEE "HUSTLE" IN SOUTH AMERICA

SO RAPID has been the recent influx of Yankee enterprise into South America that the observant London *Economist* is deeply imprest by it. "The phase is a new one," it assures our British competitors, "and has come about with startling rapidity." Twelve years ago, it recalls, a Yankee or Canuck was as rare a sight in Brazil as a blizzard—now they are everywhere, and considering his brief acquaintance, the North American "has made himself felt to a remarkable degree." His methods, indeed, are not those of the representatives of "European commerce and industry" who have "occupied the field for more than a century." But he has energy and dollars and is in a fair way eventually to gain control of whatever enterprises most nearly concern him. According to a report just issued by the Brazilian Minister of Agriculture covering 1909 to 1911, American investments in Brazil increased in that period no less than 4,537 per cent. The dispatches say the report shows that while two Brazilian and twenty-one foreign companies were authorized during the year 1909, nine Brazilian corporations and twenty-three foreign ones were authorized in 1910 and thirteen Brazilian firms and forty-three foreign ones in 1911. The new Brazilian corporations of 1911 had a capital of about $7,000,000, while the United States corporations had a capital of $115,000,000 and all other foreign corporations only $60,000,000. This report, issued since *The Economist's* article, seems to confirm in a striking manner the words of the London writer. In contrasting North American with other foreign influences in South America this writer remarks:

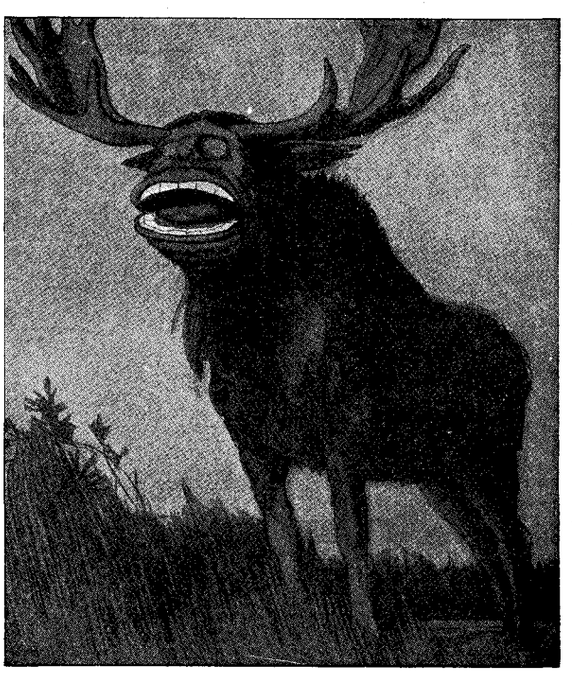
"It is often alleged against the British residents in South America that insular methods, combined with their want of understanding of the Spanish—or, rather, South American—character, have prevented them from getting into satisfactory touch with the inhabitants proper of the various states. In many instances the criticism is well grounded, but the failure is only comparative. Those who make these accusations are usually patriots, envious of the foreigner's success, and anxious to see their compatriots rival European competitors in commerce and business. On the other hand, there are, of course, many British who, from force of prolonged residence and intermarriage with the daughters of these southern lands, have grown into genuine intimacy with the descendants of the Spainards or Portuguese, as the case may be."

The North American, tho he has come within the area of South American competition somewhat late in the day, says *The Economist*, has chosen a favorable moment "when industrial and commercial concerns of modest dimensions are quite ready to be swallowed up (on profitable terms) by imposing amalgamations." The great American companies are gaining a permanent footing in various parts of the southern continent. Then the "Beef Trust" of the United States is absorbing the beef trade of South America, as we read:

"In Argentina it is common knowledge that only one *frigorifico* [cold-storage plant] of the first importance is still holding out against the United States interests, the rest being already in the hands of these latter. A factor which is not so generally known is that the scope of these trust operations is being extended to Montevideo, and that a tentative policy is being elaborated even with regard to Chile. In the event, therefore, of a victory on the part of the northern trust. . . . the ultimate outcome will be the complete control of the South American beef market by the United States."

Then the writer turns to the piquant question of the Yankee's chance of swallowing up the main business interests of South America, but leaves the outcome in doubt. He says:

"The reason for expecting success for the United States financiers is that in affairs such as these the North American is on familiar ground. In other lines his chances of rapid success are more doubtful. The fact is that he has come down to South America in a hurry. He is prepared and anxious to 'hustle,' but he has left out of consideration the fact that 'hustle' represents nothing intelligible to the majority of South American ears. Whether his tried energies will eventually succeed in carrying the day remains to be seen. It is quite certain that, almost to a man, he labors under the disadvantages of an ignorance not only of the Spanish tongue, but of the temperament and general peculiarities of the average South American. . . . But then the Northern American has not come down to South America in the accepted fashion of the past. He has arrived, in the possession of a multitude of dollars, with the avowed intention of taking full charge of the various industries which most nearly concern him."



THE BULL MOOSE ON HIS HUNTING GROUND
FILLS HILL AND DALE WITH FRENZIED SOUND.
—*Kladderadatsch* (Berlin.)

AMERICAN ELECTION LOGIC.
"If I give you a dozen good punches on the jaw, then will you believe that Roosevelt is an honorable man?"
—*Kladderadatsch* (Berlin).

BULL-MOOSE ECHOES FROM GERMANY.

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DECAY OF THE GERMAN NOBILITY

FRANCE HAS ABOLISHED her aristocracy after decimating its numbers by the guillotine; England has deprived her peers of their most powerful legislative weapon, and is clamoring for a partition of their broad acres into small holdings, and now we read that the German nobility is on the downgrade. This is the confession of one who himself bears a title, Count Siegfried Bernstorf, who writes in the *Berliner Tageblatt* to ask, What is the matter with the German noblesse? He says that altho they boast of having made the German Empire, they are little by little losing their predominance in the Army and Navy, in diplomacy, and in Court circles. They are too poor to stand the extravagant gaiety of Berlin life, and retire to their country seats. Their places are taken by the bourgeois, and if they ever visit the Kaiser's Court they are compelled to rub elbows with people whom it is the fixt tradition of their order to look down upon. Plain, even severe, are the words in which this German aristocrat describes the condition of things:

"It is undeniable that the German aristocracy is on the decline. An order of men which somewhat arrogantly, certainly unjustly, boasts of having founded the Empire now feels itself in its death agony. Once upon a time the nobles reigned supreme at Berlin; now they spend their time on their estates, not finding sufficient money in their coffers to meet the immense taxes upon their resources demanded for the support of two establishments, one in the country, the other in the town. Once upon a time, fair weather or foul, they frequented the imperial Court; now, if the nobles, from time to time, seat themselves on the steps of the throne they feel themselves compromised, as they say, by associating with certain men of trade, even with the Chicago dealers in salt pork, the sort of people the Kaiser esteems highly and receives cordially."

The free air of life, the breadth and openness of national unity, are not felt by the nobility, who if unemployed in the public service are isolated from the people by living on great estates in the country; if employed, are yet separated from the real life of the nation by caste, which reigns throughout the Army and the administration. The principle of caste dwarfs and weakens and causes decay. Count Bernstorf remarks in this connection:

"The activity of the German nobleman, however real, is actually stunted. Two careers are open to these gentlemen of blue blood—the Army and the administration of the Government. But no sooner do noblemen take possession of high office in the Army and the administration than castes are created, castes which cut them off from contact with the German people, its life, its labor, and its hopes. The general result is that those nobles who work in public employments remain isolated in their pride, each in his official environment, while those who have exchanged Berlin for the country remain equally isolated on their estates. Neither of these two classes really mingle in the current life of Germany; they do not breathe the open air, the outside air, which gives life and health."

Those who have broken through the aristocratic traditions of caste have failed to make any impression on others of their order and have paid the penalty of their daring experiment in other ways. The Count answers that:

"There are, of course, exceptions to the case of those who are thus enclosed in the iron bonds of caste. Certain genuine princes of Germany have wished as ordinary people do and exactly like the simple heroine of the melodrama 'to live their own life.' They have gone into business, into some vast business concern, for the word business, despised by the nobility, is credited with a singular virtue and a character almost august when it is preceded by the adjective vast! But they invariably make a failure of it. They lose a great deal of money, which is not the most important feature of the matter. They sacrifice also their prestige, a serious matter for noblemen, and they induce no one to follow their example."

They must then, declares the Count, set themselves to the work of the country as the sole means of self-preservation. But they prefer the dilettante life to that of a merchant or a professor of learning. They prefer a life of sport or trifling. Modern competition, however, does not tolerate the dilettante, he remarks, and it is time for the German nobles to familiarize themselves with this idea, which has nothing feudal in it. If they so do, they will see how to take prudent advantage of the transition which their present condition is undergoing and recognize a coming change which they should see will improve their position. Otherwise, he argues, it will be all over with the German aristocracy.—*Translation made for* THE LITERARY DIGEST.

Examine this cartoon with care.
The Turk is down and conquered there.
But if you turn the picture round,
Then Italy is on the ground.
From which it certainly transpires,
Italians lie and Turks are liars.
—*Kladderadatsch* (Berlin).

RAPID ADVANCE IN TRIPOLI.
—*Kladderadatsch* (Berlin).

WAR SCENES "FROM TELEGRAPHIC DESCRIPTION."

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EATING FOR EFFICIENCY

WE ARE ALL TRYING to be efficient nowadays—even when we don't quite know what it means. Efficiency apparently may be attained in more ways than one, and Dr. Eugene Lyman Fisk, who uses the above title in an article contributed to *The Sunday Magazine* (August 4), would seem to imply that we may even reach it by eating. In this case, however, what the writer means by the term is doubtless such efficiency as may be due to the ingestion of food alone. There are other kinds that are not to be acquired so simply. Dr. Fisk starts off with a declaration that in spite of the so-called aerarians, who assert that we can get along on nothing but air, man does occasionally need a scrap or two of food. He asserts:

"The man who fasts is really an autophagous cannibal, living on his own flesh. The fact that it does not pass through his digestive apparatus is a mere detail, softening down the gruesomeness of the operation. The fasting faddist consumes first his fat, if he has any, the little fatty cushions behind his eyeballs being the last to disappear. All things being equal, about forty per cent. of the body weight can thus be consumed, and then the 'channerin worm' gets the rest. If the fasting faddist is consistent, and takes no water, his wormship arrives within twelve to twenty days; with a little water on the side, the obsequies may be postponed from forty to seventy days.

"The law of the conservation of energy is a fearful nuisance to faddists; but it still holds. Whatever a man's soul may be, his body is part of the material universe, and is composed of elements found not only in other animals, but in the trees and rocks, and in the very ground under our feet. Twelve of these elements—carbon, hydrogen, oxygen, phosphorus, sulfur, sodium, calcium, potassium, chlorin, magnesium, and iron, in various combinations of atoms, molecules, and compounds—make up the human body. . . . . .

"What is a food? A food is a substance that is digestible and nonpoisonous, which can be assimilated and furnish either energy or building material for the body. Even after the body has matured, building material is still required to replace cells that are constantly being destroyed or broken down, and, so long as life lasts, fuel food is required for the production of energy. The principal structures of the body are composed of very complex substances containing nitrogen, and termed proteids. A certain amount of fat, which is composed of carbon, hydrogen, and oxygen, is also present in the bones, and forms a cushion and support for various organs and tissues, notably the skin, thus softening the lines of the human form. Water, gases, salts, iron, and certain complex organic compounds complete the constitution of the body.

"Now, you can no more build or repair proteid tissue with bricks of fat, sugar, or salts than you can build a granite mansion with straw. Food must bring to the body not only the elements that enter into its structure, but in such form that they will reach their destination and fit in where they belong. . . . The points to be decided in selecting a diet are:

"(1) Digestibility. (2) Availability for energy, growth, or repair. (3) Cost. It is important to know not whether our food is animal or vegetable, but how much proteid, fats, starch, salts, etc., we were getting in digestible and assimilable form.

"Thin people lose heat rapidly, owing to the large surface exposed in proportion to the bodily weight, and require sufficient quantities of carbonaceous foods, fats, cereals, and vegetables, especially if much muscular work is done. On the contrary, fat people, who do not lose heat readily, and are overburdened with the products of carbonaceous feeding, should limit these foodstuffs in their diet. Proteid foods may also be utilized for heat production and energy; but not so readily as the carbonaceous foods.

"Digestion of the starchy foodstuffs begins in the mouth. About thirty thousand years ago, before man learned the art of cultivation, starchy foods were doubtless thoroughly chewed and digested in the mouth, owing to their tough fiber and the absolute necessity of grinding them thoroughly.

"The soft vegetable foods that we now use are hurriedly swallowed, and land in a stomach absolutely devoid of starch-digesting facilities, there to remain undigested until passed into the intestines, where starch digestion is resumed. Man has survived this tax on his adaptability, as he has survived many others; but that is no reason why he should continue a physiologically expensive habit. By thoroughly chewing the starchy foods, they are not only well digested and prevented from burdening the stomach, but the mere act of chewing, combined with the taste and thought of food, causes a flow of digestive secretions in the stomach, termed by Pawlow the 'appetite juice.'

"Pawlow and others have demonstrated that the pleasant anticipation of food excites the flow of saliva and contributes to a successful meal. The close association of successful digestion with odor, taste, and the collateral pleasures of dining can not be questioned. Mr. Fletcher's system, when properly understood and not carried to illogical extremes, has the support of known facts in physiology, not to speak of the careful experiments of Chittenden and Fisher, showing the increased endurance of subjects who followed this system for many months under rigid control. To give the Fletcher system a fair trial, one must not let the mind dwell on *chewing*, but keep thoroughly *tasting*. This is really the essence of Fletcher's system."

Other features of the Fletcher system, however, Dr. Fisk thinks, must be followed with caution. The suggestion to eat "any old thing" at "any old time," so long as one wants it, may lead to serious dietetic errors. Another danger in the system is the rejection of indigestible waste material by which the total quantity of food taken is reduced, and the needed mechanical stimulus to the intestine is not afforded, so that constipation results. The low proteid diet resulting from the Fletcher system is regarded by Chittenden as responsible for most of the beneficial results. Most authorities advise that the proteids should not exceed one-fourth of the food taken. Chittenden would reduce this proportion about one-half. We read further:

"Some indirect support to the low proteid and low calory diet is afforded by life insurance experience. A calory, or heat unit, is the amount of heat required to raise one kilogram of water one degree centigrade. The standard dietaries, calling for about thirty-five hundred calories a day for men of average build and weight, are based upon the fact that such dietaries will maintain the average weight under ordinary conditions. But, as elsewhere pointed out, the lowest mortality among assured risks is found, after thirty years of age, among those who are somewhat below the average weight. It may reasonably be assumed that such people either consume less food or take more exercise than the average individual, which would fully justify the plea, not only for lower proteid content, but for lower fuel values. The scales tell the story. A diet that will keep the weight just a trifle below the average shown in standard tables may be regarded as physiological. In special diseases, particularly neurasthenia and tuberculosis, this principle, of course, does not hold good."

GO-CARTS AND BABIES' EYES—A warning to mothers is put forth by *The Lancet-Clinic* (Cincinnati, August 10) against the form of child's collapsible go-cart now in very general use, which it asserts does not afford sufficient protection to the eyes. Says this paper editorially:

"There are annually sold more than one hundred and fifty thousand of this form of child's vehicle. At this time there are more than three hundred thousand babies being nursed in these carts. We call attention to the leather hood or top on these vehicles which does not adequately protect the eyes of the child. The child lying on its back, with its eyes directed toward the sky, the strong light of the sun causes it to close its eyes for protection. This wearies the baby, disturbs its waking hours, and undoubtedly causes headache, which in turn makes the baby cross, feverish, and sick. The doctor is called and, not knowing the underlying cause of the illness, is apt to make an incorrect diagnosis, again adding to the baby's misery. We would advise mothers to correct this trouble by safety-pinning a heavy piece

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of dark green veiling to the front and back ends of the hood, allowing the ends of the veil to fall full under front and back of hood."

TO TEACH HUMAN PHYSIOLOGY FROM ANIMALCULES

INSTRUCTION in elementary biology by means of the study of very primitive living forms is advocated by Dr. George V. N. Dearborn, of Tufts Medical School, Boston. Such instruction is often introductory to that in human physiology designed for students of medicine, and Dr. Dearborn believes that such students should begin at once to observe and study the workings of normal organs and tissues in normal animals, rather than nerve-muscle preparations and other "unnourished and abnormal mechanisms," as he calls them. He regards certain animalcules as just the thing for the purpose. They are "vital units"—whole creatures, instead of detached parts; they are easily obtainable and are fascinating objects of study on account of their relative transparency. Dr. Dearborn maintains his thesis in an article printed (in English) in the *Biologische Centralblatt* (Leipsic, May 20), and now just issued as a separate pamphlet. He writes:

[The] "synthetic tendency in physiology, and in biology in general, applies not alone to discussions of the parts of a single animal, but also to the pointing-out of the unification and inherent similarity of all that lives. . . . To-day, as we never could before, . . . do we realize how universal and how minute is the unification of parts into the unit of vitality, the animal, and how much alike, essentially, all animals are. . . . . .

"The fundamental doctrine and many of the facts of mammalian physiology can be demonstrated in animals far below the mammals in complexity and vastly smaller in size. Vital mechanics uses relatively few really different ways and means. The protozoa and especially the small crustacea and rotifers are for the purposes of elementary physiology far more similar to man than their size-contrast would imply. . . . . .

"As old-time physiologists, perhaps some of us have never realized the exact status of our science in the mind of the people at large. The antivivisectionist people have seen to it well that the 'average' man and most women and children shall consider physiology a matter of (necessary) blood and forbidding 'internal workings' far beneath their proper interest. We have scarce had a fair chance as yet to do our relatively new science justice in the world's keen range of reputations, nor have we had time (so full of life is our subject-matter and so teeming with interest) to popularize physiology and so give it its becoming place in the hierarchy of human sciences. To do this, however, is more than our privilege, it is our duty, in order that many minds, many more than at present, may each contribute its possible mite to the advancement of biologic learning. Moreover, it is part of the intelligence-birthright of every human being to understand how he is constructed as a mechanism and how this mechanism works. Only thus can he give his body, at once trainer, temple, and servant of his soul, fit and necessary care. This present work is a step, however short and shuffling, toward this great end."

The study of these small living creatures, the writer reminds us, is attended with the minimum amount of trouble and expense. The material required is always obtainable, in summer and in winter and anywhere in the world. These animals have an almost earth-wide distribution and are easily gathered from pools and streams, or a few cents for postage brings most of them within easy reach of such few schools as might not care to maintain the simple jar-aquaria for breeding them. Says Dr. Dearborn:

"They come in such countless numbers so readily that whoever made a business of supplying them could not conscientiously, one would hope, charge for them more than the smallest public class could easily pay. . . . Instead of ill-smelling animal-rooms expensive to maintain, containing unhappy large animals often both hard and expensive to properly feed, the animalcules are kept in more or less attractive glass aquaria that need contain no more than a few liters of water each for use of large classes. Many of these little animals maintain themselves year after year. . . . . .

"No one with a quirkless brain can nowadays fail to justify vivisection by competent scientists, but many, none the less, men as well as women and children, savants as well as fools, dislike to do this work, especially for purposes of routine class-instruction. This repugnance to blood-shedding and mutilation is obviously a necessary human feeling worthy to be cultivated rather than blunted. . . . Strangely enough the size of the animal is a factor in the determination of the strength of this feeling of repugnance to mutilation found in all normal human beings, while another of its determinants is complexity. Men of culture who would hesitate to kill a mouse or to drown a puppy have no such feelings ordinarily in regard to ants, however wonderfully efficient in their complex living, or in regard to the medusoids, however large and conspicuous. Thus the animalcules, unlike dogs and rabbits and frogs, may be adequately studied by young or old, without a prohibitive feeling of repugnance to the destruction of life. This circumstance is both justifiable biologically and ethically and practically convenient for teaching purposes, and gives the animalcules an advantage for scientific purposes not easy to exaggerate."

Dr. Dearborn reminds us that laboratory physiology in any form worthy of the name has been heretofore excluded from high schools, academies, and the academic departments of colleges, particularly of women's colleges. He believes that his suggestion offers a way in which this grave omission may be rectified.

SECOND AND THIRD CLASS MUMMIES

ONE MAY PAY as much or as little for a funeral as he pleases. In some countries undertakers plainly advertise that a funeral may be of the first, second or third class, according to the price. Recent archeological studies by Drs. Ruffer and Rietti indicate that something of the same sort may have existed in ancient Egypt. These two archeologists have examined two mummies, attributed by Prof. Flinders Petrie to the period of the Persian occupation, twenty-two to twenty-four centuries ago. The mummies usually seen and described are those of kings and their households, and are of course first class. The ones studied by Ruffer and Rietti were of lower grade. We read in *The British Medical Journal* (London, August 10):

"The first of the mummies now described seems to be an example of a second-class embalming. The viscera appear to have been extracted in a very summary way, and the body pickled until the flesh shrank to the bones; the external surface and the internal cavities were then treated with hot gum, the excess being allowed to escape from the interior of the body through a hole in the perineum, afterward plugged with rags; the limbs, as they were bandaged, were made up into a semblance of the human form by packing with more rags. In the mummy examined there would seem to have been disease of the dorsal vertebrae, the nature of which could not be ascertained; the dorsal vertebrae appear to have crumbled during this summary process of embalming, and the embalmer in order to retain the form of the body replaced them by a stick resting just below and behind Poupart's ligament on the right side and on the first rib above. This mummy was of an adult, perhaps aged, for the wisdom teeth were present and many others had been lost during life. The second mummy was evidently an example of third-class embalming. It consisted of the skull and a long crate made of the ribs of palm-leaf containing the bones of the trunk and limbs thrown casually together, but more or less in place. . . . . .

"The authors believe that this body was first buried in soft moist earth until all the soft parts had disappeared, and that the bones were then gathered together and roughly placed in the crate, some care, however, being taken to arrange the bones so that in outward shape when bandaged . . . the whole resembled a human mummy. They consider that it was an example of a cheap mode of preparing bodies for burial resorted to by those who could not or would not afford an expensive form of embalming."

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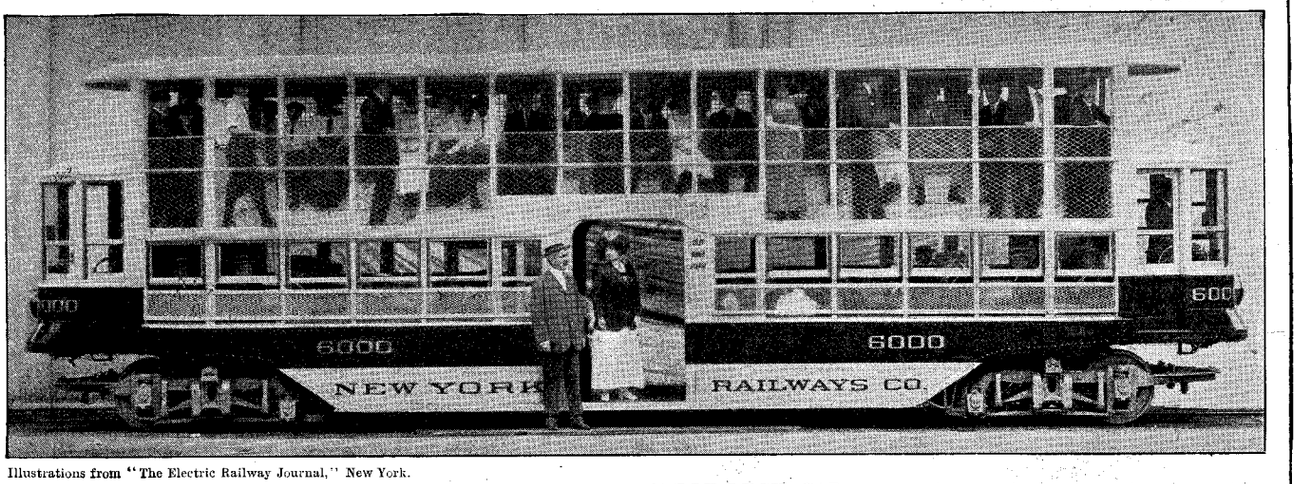

Illustrations from "The Electric Railway Journal," New York.

THE NEW YORK DOUBLE-DECK CAR

THE DOUBLE-DECK STREET-CAR

THE MANAGERS of street railways have always realized that the more passengers they could get on one car the more money they could make. The public has preferred the multiplication of cars, but this means also more crews, more power, more heat and light, and more wear. The result has been not only the overcrowding of cars, which works to the public disadvantage, but also certain changes that are to the public advantage—notably the provision of longer, wider, and more comfortable cars. Widths, however, are limited; lengths, also, have already reached their limit, except perhaps in long-distance interurban traffic. The only opportunity for expansion is now upward growth, and it is somewhat surprizing that earlier advantage has not been taken of this, since double decks, or at least seats on the roof, have been common for years in Europe, especially in England. Says an editorial writer in *The Electric Railway Journal* (New York, August 10):

"In this country, while there have been a few electric double-deck cars built for special service, none has been permanently successful, and the only practical application of the principle to regular city service of which we know is on automobile stage lines. The principal reasons for this have probably been the difficulties of clearance for the overhead trolley wire and the delays incident to handling passengers to and from the high level. The development of the 'low-floor' and 'stepless' cars has, at one step, overcome these difficulties, and the practically simultaneous construction of two double-deck cars, one at Pittsburg and the other for New York, is an unusual testimonial to the advantages offered by this type.

THE PITTSBURG CAR.

This car is longer and taller than the New York car, and seats 112 to the other's 88.

"Next to the reduction in platform expense the most important advantage is the great reduction in weight per seated passenger which follows from the practical doubling of the seating capacity while the total weight of the car is increased but little. . . . Every item of operating expense, with the exception of boarding, alighting, and interior accident costs, can be, in fact, cut nearly in half. . . . . .

"There are, on the other hand, certain disadvantages to the double deck, the importance of which can only be determined by extended experience with the cars in actual operation. First of these is the inevitable slowing down of schedules due to the increased number of passengers getting on and off each unit and thus involving extra stops. This may be emphasized under certain conditions by the inability of the conductor to collect the larger number of fares promptly enough to avoid additional delay. Interior accidents, on account of the stairs, are quite likely to increase, and the added height of the car is in itself undesirable. However, all of these objections are admittedly suppositious. In fact, the whole question of the extent of the field of the double-deck car yet remains to be determined by practical trial, but presumably it will be for congested city lines, or at least for lines with short headways and slow speeds."

The only rival of the double-decker, so the writer thinks, will be the trailer, long familiar in some cities, and now about to be adopted in others. The two-car train, he believes, will require a shorter stop per passenger, but other things are to the advantage of the two-story car. The experimental cars now being tried in New York and Pittsburg differ in several important respects. To quote again:

"In the New York car, entering passengers divide into two lines after passing the conductor stationed opposite the center door and proceed to either end of the car. Those who wish to

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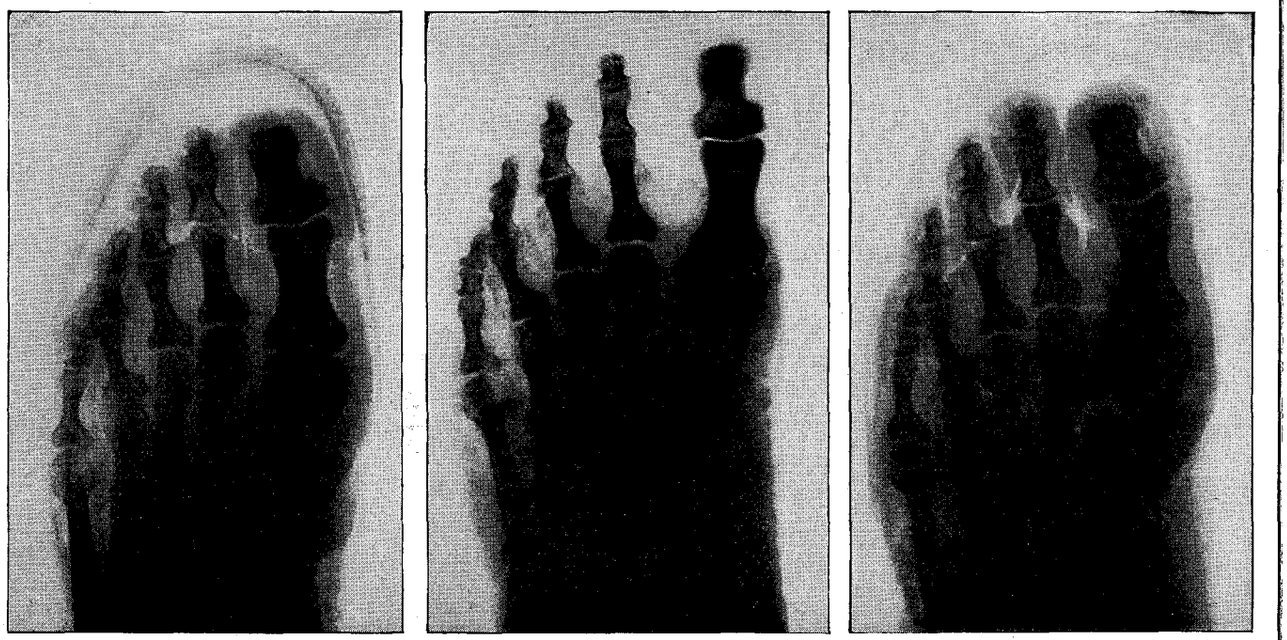

By courtesy of "The Scientific American,"

FOOT INCLOSED IN CONVENTIONAL SHOE. THE BARE FOOT. FOOT IN THE NEW ARMY SHOE.

SCIENTIFIC FOOT TREATMENT FOR THE ARMY—TRYING ON SHOES BY X-RAYS.

get to the upper deck mount the stairs at each end of the car and divide again into two lines which pass out to the two sides of the upper deck. Exit is accomplished by a direct reversal of this process, the alighting passengers getting off the car before others are permitted to enter. On the Pittsburg car the separate doors and stairways are designed solely for the purpose of separating at all times, if possible, the entering and leaving passengers and also for maintaining movements in constant directions. Passengers, after passing the conductor opposite the entrance door, have the alternatives presented of moving forward or to the rear of the lower deck or else up to the second floor, the stairs being just back of the conductor. When leaving, the passengers on the lower deck converge toward the exit door, and those from the upper descend the exit stairs which land alongside of this door.

"The seating capacity of the New York car is 88 and that of the Pittsburg car is 112. Neither car is excessive in size, the New York car being 44 feet long by 8 feet 3 inches wide and the Pittsburg car being 48 feet long by 7 feet wide. The over-all heights of the cars are respectively 12 feet 10 inches and 14 feet 3 inches."

SHOE-FITTING WITH THE X-RAY

ANOTHER RECENTLY discovered use for the valuable Roentgen ray is indicated by its employment by a United States Army board in experiments for insuring a perfect fit to soldiers' shoes—a matter of supreme importance in marching. This plan, we are informed by a writer in *The Scientific American Supplement* (New York, August 17), has been adopted by the board after four years of exhaustive experiment and study of the foot troubles of United States soldiers. Under the old regulations, we are told, shoes of two patterns were ordered, one from a straight and the other from a slightly curved last. Neither gave satisfaction on long marches, and for years the percentage of imperfect feet in the Army has been appalling. The new shoe has a low flat heel, a broad round toe, and a quarter of an inch more swing or curve than the old style, the straight last having been abandoned. To quote from the article:

"The investigations carried on by the board were of the most complete and painstaking character, and X-ray photographs resulted in some very interesting information as to the effect on the feet of standing in certain positions, and marching in both heavy and light equipment. Civilians might study these tests in shoe-fitting with beneficial results, especially those troubled with aching feet. The heaviest tests were made with the soldier in his full uniform and carrying the maximum amount of equipment of forty pounds. In the course of these investigations the tendency of the feet to spread as the weight was thrown on them was fully studied, and the X-ray shows the position taken by the various bones of the feet as affected by the changing position and weight. Photographs showing some remarkable experiments have been taken of the feet in the old-style shoe with forty pounds of pressure on the soldier's back, and the same foot in the new shoe. Invariably in the old shoe some of the toes were pushed completely out of their proper position, but in the new shoe each toe has plenty of room, thus making marching with full equipment as easy as possible.

"The board during its labors examined thousands of soldiers' feet under varying conditions, carefully taking note and making report on each foot where trouble was caused by a shoe. These feet were also measured and photographed in every conceivable position, ranging from the most complete repose to the severest possible strain under the conditions of service.

"In the final tests at Fort Leavenworth the new shoe proved beyond doubt the success of the board's arduous work. A march of nine days, covering 118 miles, was made by 375 men. Part wore the old-style shoe and the others the new shoe. The latter finished the tramp easily, while a great percentage of those equipped with the old-style foot-wear were forced to quit on account of shoe trouble.

"The method now adopted by the Army for 'breaking in' new shoes and making them conform to all the little quirks of individual feet, resulting in a perfect fit, is unique. After the shoes are fitted to the soldiers' feet they are made to stand in water to their shoe-tops until the leather is thoroughly soaked, then they are marched around until the shoes have dried on their feet, when forever after the new foot-wear is as comfortable as the proverbial 'old shoe.' This may seem a somewhat heroic method, but in practise it is found thoroughly effective."

CONCRETE WITH SOAP IN IT—A new and rather curious use of soap has been found by engineers, who have begun to mix it with concrete to make the concrete water-tight. How so soluble a substance as soap could effect this result seems a little difficult to see, just at first; but we are told that the soap used does not remain soap, but unites chemically with other constituents of the cement to form a water-tight binder. The matter assumes importance, we are told by a writer in the *Revue Scientifique* (Paris), when we desire to build a concrete reservoir, conduit, or basin. The soap process seems first to have been described

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in a German publication, *Beton und Eisen*, which assures us that it is simple, economical, and effectual. Says the French paper:

"Soapy water is used in mixing the concrete, the amount used being 6 to 8 pounds of ordinary potash soap, known as 'green soap,' for each cubic yard of concrete. It is even possible to waterproof concrete walls already made, by applying a coating, in two successive layers, of soap-water concrete. The best plan is to make the first layer of small broken tone about half an inch in diameter, bound with cement mixed with soap-water in the proportion of 800 pounds of cement and 30 gallons of water to the cubic yard. This layer is put on 3½ inches thick. The second layer, which is only half an inch thick, is of a mortar made of one part cement, three parts of fine sand, and a proper amount of soapy water. It seems that the free lime which cement always contains gives rise, by combination with the alkaline elements of the soap, to a calcium oxid that is impermeable to water and fills up all the pores of the concrete."—*Translation made for* THE LITERARY DIGEST.

FUTURE OF POWER-TRANSMISSION

THAT THE FUTURE MAPS of industrial lands will show them covered with a network of high-tension electric-transmission lines branching out from central stations fed either by water-power or by supplies of coal or peat, burned on the spot where they occur in nature, is predicted by an editorial writer in *The Electrical World* (New York, August 3). The transportation of fuel is to cease and the transportation of power will take its place, except perhaps for domestic purposes. All this, the writer believes, is the inevitable result of modern industrial conditions. Our cities are the creations of available power, and more must be brought to them if they are to maintain the supremacy that seems to be so closely connected with the triumphs of modern industry. "If the supply of energy were withheld from cities," says the writer, "these would melt away like icebergs in the Gulf Stream." He goes on:

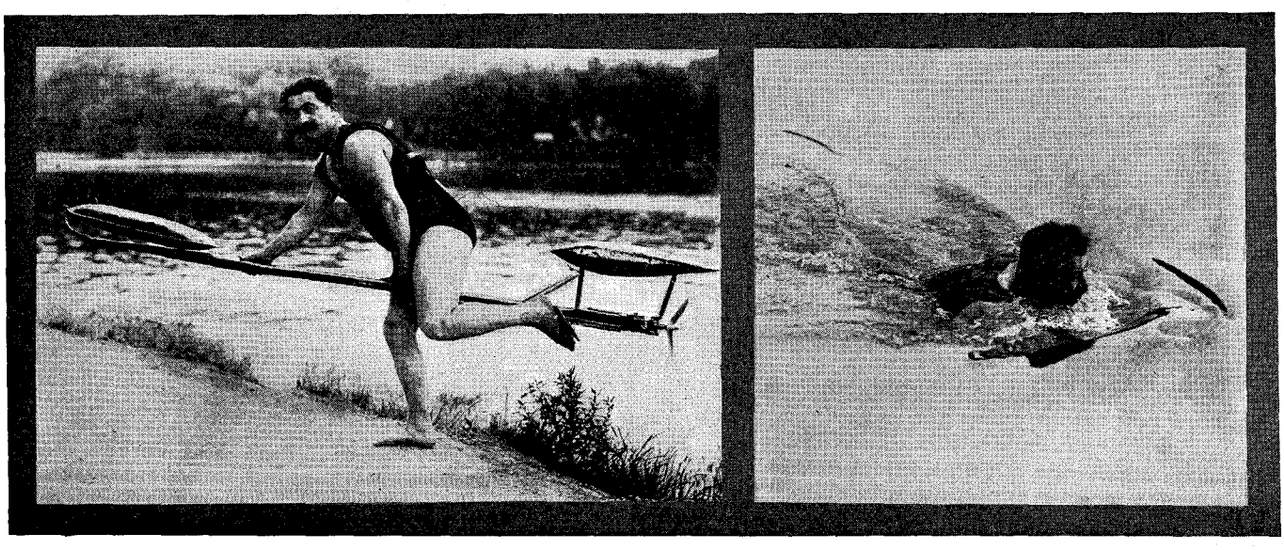
"In the course of modern civilization the leading nations have committed themselves in large part to urban conditions, dense populations, and industrial pursuits. To maintain such pursuits large supplies of energy are needed. The nation with the largest supply of available coal has the greatest economic advantage in the industrial race, especially if bodies of iron and other metals lie at hand for industrial use. In fact, until recently nations not possessing coal supplies have been thereby prevented from taking up industrial pursuits except along those special lines in which a minimum of mechanical energy is demanded. The development of high-tension electric transmission has already changed the fate of nations in so far as waterfalls might become substitutes for coal mines. Thus, in Europe, the nations in and around the Alps are tending to become industrial nations, competing, therefore, for markets, while, in the future, the Norwegian mountains of Europe and the Canadian mountains of North America seem destined to produce marked industrial effects, owing to the waterfalls that only mountainous regions can produce. Moreover, every kilowatt generated from water-power in a country where coal is mined may be regarded as saving at least twelve tons of coal per annum for other uses."

In a paper recently read before the Leipzig convention of the German Electrotechnical Society, Mr. D. F. Bartel discusses the possibility of supplying a large part of the industrial service of Germany from a network of high-tension conductors, fed with energy from central stations consuming lignite and peat. He shows that, whereas the coal beds of Germany are comparatively few, large beds of the inferior fuels lignite and peat are scattered over the North German districts most remote from the coal. By collecting and burning these fuels under central-station boilers the existing industrial needs of North Germany might be met. We read further:

"While the complete scheme of the paper is not likely to be carried into effect for many years, it may well be expected that not only in Germany but also in Great Britain and other industrial countries high-tension networks will steadily extend themselves for the delivery of energy to industries, the energy being obtained either from waterfalls, coal mines or peat mines, whichever may have the local advantage as a source. The transportation of fuel for domestic furnaces may be necessary for an indefinite period, but the transportation of fuel for industrial purposes is likely to be checked by the growth of high-tension mains."

A MOTOR FOR SWIMMERS—The following brief account of a new invention for enabling swimmers to travel through the water without swimming, if we may phrase it thus paradoxically, appears in the *Illustrirte Zeitung* (Leipsic, August 1). Says this paper:

"The apparatus consists of a pole or rod about six feet long, at each end of which is an air-chamber to bear up the swimmer. According to the claims of the inventor, who is a Frenchman, even one who does not know how to swim may, with the help of this device, travel through the water at the rate of six miles an hour. The propulsion is effected by means of pedals, communicating with a small screw propeller."—*Translation made for* THE LITERARY DIGEST.



VIEW OF DEVICE IN THE POSITION IT TAKES IN THE WATER. THE SWIMMER AND MOTOR IN ACTION.

A SWIMMING-MOTOR.

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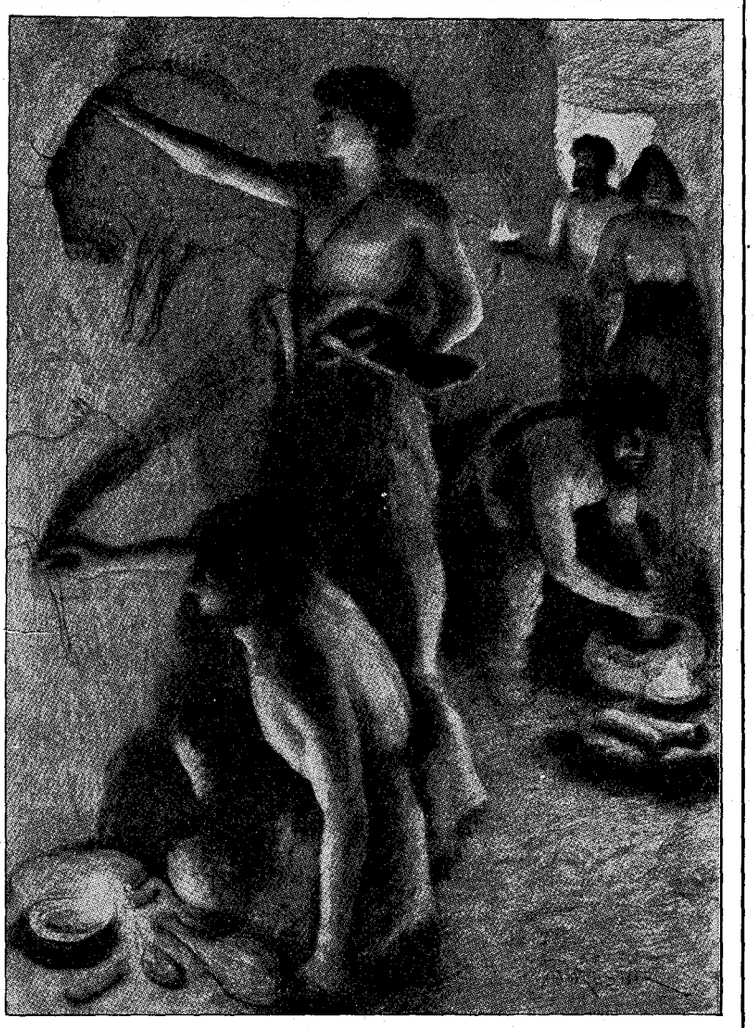
ART OF THE STONE AGE

WHISTLER, in his famous lecture, "Ten O'Clock," imagined the first painter to be one of a primitive tribe, less robust than his fellows, who preferred to leave to his more powerful brethren the rigors of the chase, and to stay at home with the women and draw with a blunt stick upon an earthen jar. Whistler may have heard of the discoveries of Don Marcelino de Sautuola, a Spanish nobleman, who uncovered, as long ago as 1879, on the walls of a cave on his estate of Altamira, what are perhaps the oldest extant of European paintings. Their authors belonged to the paleolithic age, to a race known as Aurignacians, "who lived during a part of the glacial period—some say between twenty and thirty thousand years ago." *The Illustrated London News* tells how Don Marcelino became interested in the prehistoric collection of the Paris International Exhibition of 1878 and began digging for remains in the caverns on his estate. His little daughter, standing near by, glanced upward to the ceiling of the cavern and exclaimed "A bull!" Sure enough, there were remains more interesting than bones, written all over the top of the cave. But the Archeological Congress of 1879 received the Count's report with deep skepticism, and, indeed, his discoveries were not fully authenticated, we are told, until 1905. An elaborate volume recently published gives this London journal opportunity to spread some of the designs still wider, and we reproduce them here. We read:



THE EARLIEST SCHOOL OF DECORATORS.

A member of the staff of *The Illustrated London News*, Mr. A. Forestier, thus reconstructs the artists of the glacial period, of a race known as Aurignacians, whose pictures may still be seen on the walls of a cave in Altamira, on the northern coast of Spain.

"Europe at that time teeming with game, the Aurignacians experienced no real hardships in procuring food, and found leisure to take advantage of their wonderful artistic gifts, decorating many of their cave dwellings with representations of subjects which most pleased them—those of useful animals—perhaps acting under some kind of superstition which led them, as a rule, to eschew depicting savage beasts, and only scantily to draw the human form, which they appear to have studied, from the artistic point of view, by no means so elaborately as they did the lower animals. The work was admirable, as may be judged from the illustrations, which are reproduced from plates in that most valuable volume, 'La Caverne d'Altamira,' by M. Emile Cartailhac and the Abbé Breuil.

"It is now possible to follow the artists at work. The colors they employed were natural oxids, yellow and red ochers, the black oxid of manganese, etc. These colors were ground in mortars and on flat stones, with the aid of granite pestles; examples of those they used have been found. Once ground, the color was mixt with bone-marrow, and preserved in the hollow leg-bones of deer. Crayons were also made of the different colors. The artists also used brushes to spread the tones and blend them in the most perfect fashion, thus obtaining a correct modeling. The burin, or graving tool, was also employed by the Aurignacians, who used it in their best finished work to engrave a deep outline round the figure, as well as certain details. The carving in low relief of the figures lately discovered by Dr. Lalanne suggests the Egyptian intaglio. The palette used for painting was the scapula of some animal; the brushes, one may infer from the Bushmen's practise, were made of feathers, or consisted of the chewed end of a stick.

"It should be remarked in passing that the Aurignacians were not altogether unacquainted with the representation of the human figure, and carvings in ivory, altho much inferior in craftsmanship to most of the paintings, preceded them, one might have supposed, in the artistic development of the race had not the recent discovery by Dr. Lalanne of the carving of figures on some rocks of Laussel (Dordogne) shown an advanced representation of the human form."

The writers of this expensive volume, Messrs. Breuil and Cartailhac, advance the idea that "the painted caves must have been sacred spots." Further:

"The conditions under which the paintings were made were, in most places, painful for the artist, especially in the Altamira cave, where the roof is so low in some places that the painter could work only in a crouching posture or lying on his back. The merit of the artist was, it is argued, hereby increased, and there is every possibility that only a belief of a religious kind could have incited him. Another matter for wonder is, how could these caves be illuminated to render the work possible? Strangely enough, no traces of smoke are discernible in any of them. The explanation is to be found, possibly, in the use of lamps such as those of the Eskimos, which, when well trimmed and kept, give a clear, smokeless light. On the other hand, one of the grottoes has preserved a vestige of smoke or soot, despite large hearths. In the course of time, the oxygen of the air has destroyed the smoke, without affecting the paintings."

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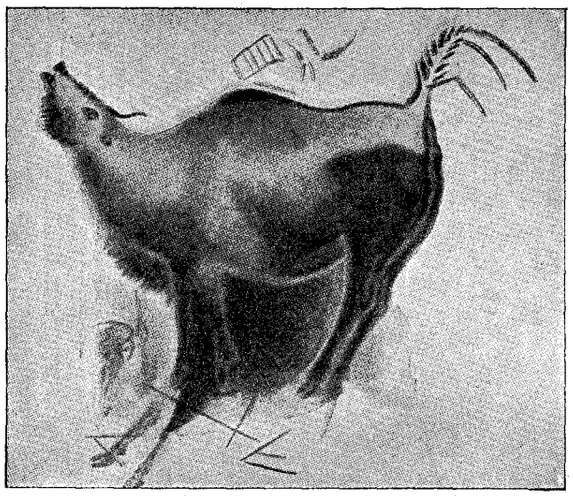
A CRITIC'S WORD TO HIS CRITICS

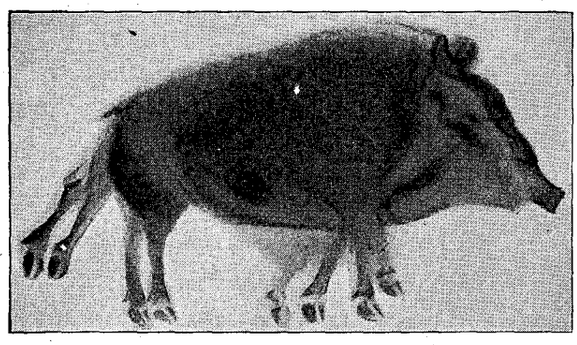
SOME SAY the critics can kill a play or make it live, as they please; others reply that they have very little to do with it. But whatever their power, they do not escape being a thorn in the flesh of actor and manager, and Mr. W. P. Eaton, one of those critics whose judgment is always interesting, speaks for his class in answer to those who like to scoff at the tribe in general. Yet he denies that he is writing a defense. "Criticism that is serious and sincere," he declares in *The American Magazine* (September), "needs no defense, for it is inevitable, whether we like and agree with it or not; and the more serious and sincere our drama is, the more criticism we shall have." At the beginning of the theatrical season Mr. Eaton makes a sort of plea that the fare offered to critic and public alike may be worth a serious man's consideration. He expresses sympathy with a rough miner who once saw Mary Shaw play Ibsen's "Ghosts" in Cripple Creek, and after the play said to his companion: "Say, Bill, that play made a feller use his coconut." Mr. Eaton writes:

"The serious critic, too, hopes that he has something to say. He wants to have something to say, at any rate. When he sees such a play as 'Officer 666' or 'Seven Days,' what can he say, save that it is an hilarious farce—go, and laugh, and be happy, and God bless you? But when he sees Galsworthy's 'The Pigeon,' or Thomas's 'As a Man Thinks,' or Gorky's 'Night Refuge,' or Pinero's 'Mid-Channel,' he is confronted with a serious man's opinions on life and conduct, and his own opinions rush into accord or conflict, and what he has to say is limited only by the space he has to say it in. He personally likes these plays because they give him intellectual stimulus and emotional glow. And he believes they are far better plays than the other kind, because they are bound to give any intelligent spectator the same reaction. If he can get these reactions from a comedy (as from 'The School for Scandal' or Shaw's 'Arms and the Man' or Barrie's 'Admirable Crichton'), the critic is as glad as you are. But he can not often get them from the comedies of commerce, and that is chiefly why he seems to prefer others."



A LOWING BISON,

Which the Aurignacian artist also represents as galloping.

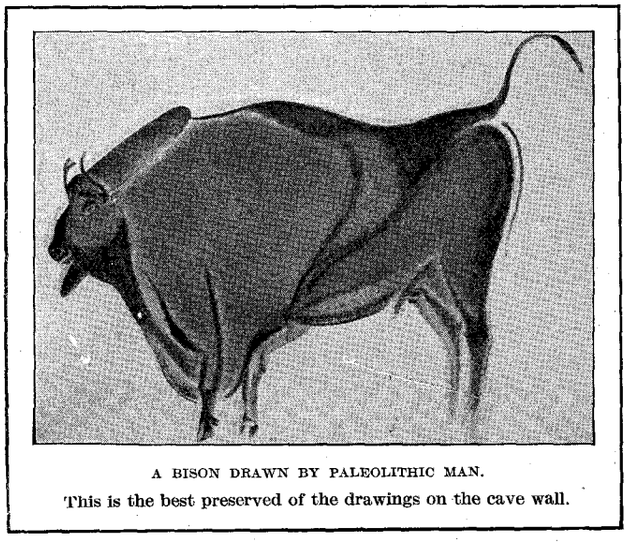


WORK OF A VACILLATING ARTIST.

This figure of a bison was begun as representing the animal in the act of galloping, but the artist changed his mind and finally drew it walking. Even Michael Angelo exhibits similar traits.

Underlying all questions, technical or what-not, that confront the critic in the theater, declares Mr. Eaton, is "the question of the playwright's sincerity." And he finds it in the work of Galsworthy:

"No more striking examples of sincerity are to be found on the modern stage than the plays of John Galsworthy. It is neither their theme nor their literary polish which primarily causes their high estimation by critics and the judicious amateurs. It is the still, white flame of passionate sincerity which illuminates them. The author isn't writing to please us, he is writing to tell us about certain men and women he has observed, to plead with us to understand these people; he is asking us to look with him upon this or that episode of real life (set by him upon the stage), and to comprehend a little clearer its significance. That is why his plays seem so worth while, so like a real experience rather than a mere entertainment. And that, primarily, is why the critics praise them so highly."



A BISON DRAWN BY PALEOLITHIC MAN.

This is the best preserved of the drawings on the cave wall.

The great public have not been one with the critic over Mr. Galsworthy, if one judges by the popular success of his work, but they have been in accord over "Bunty," as Mr. Eaton shows:

"Anybody can tell why he likes 'Bunty Pulls the Strings.' It is funny. It is funny because it so neatly and wittily and lovingly hits off the foibles of the Scotch character and manners. The story of the play alone would not make it a popular success, nor a critical. Indeed, it is rather a simple, obvious, and old-fashioned story. But the characters are all odd, humorous, and interesting. We delight to watch *Bunty* manage the whole community. We delight in the quaint accent and idiom, in the quaint costumes, in the flavor and atmosphere of the story. Here is a case where mere academic structure counts for far less than the embroidery. Yet any critic who is not a hidebound formalist is bound to call it a good play, because it does rouse our interest and our mirth, it creates its mood and lets us see into the life of a Scotch village; it does, in short, what it sets out to do. It is truthful and it is funny."

The rock upon which critic and public most often split is named "the happy ending." Critics, we are told, are accused of being "over-given to praising gloom and deprecating mirth." But here one must discriminate:

"Critical wrath against the 'happy ending,' however, is not due to the fact that the critics love laughter less but that they love logic more. Nobody in his senses objects to a happy ending to a comedy. It is when the happy ending is arbitrarily tacked

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on a play which was foreordained to a tragic conclusion that the critic rages. Any play which sets out to depict a set of circumstances which, to be true to life and significant as a commentary on society, has to end unhappily, and then deliberately, to please the ladies and matinee maids, throws everybody into somebody else's arms at the finish, is a bad play, an insincere and false play, and no amount of talk and excuses can make it anything else. Imagine Shakespeare calling in the family doctor to save *Hamlet* and resuscitate *Ophelia!* Imagine Ibsen bringing *Nora* back from the front door in 'The Doll's House,' and casting her into *Helmer's* arms!

"Naturally, an audience wants to see characters in whom it has become interested, happy. But if, to make them happy, truth to human nature has to be sacrificed, then they can not be happy and the play remain a good one."

THE LIBERATION OF "PARSIFAL"

NEXT YEAR, it is said, will bring the debacle for the family of Richard Wagner, for the copyright on "Parsifal" will expire on January 1, and all the world may produce it if they like and can. This one is the last of the copyrights protecting the Wagner music dramas; and the heirs to his property, Madame Cosima and Siegfried, his son, are not supposed to view the future complacently. Mr. Parker of the Boston *Transcript* reports a German cartoonist as indicating the situation by a drawing of the "Festspielhaus" on the hill at Baireuth. A little way down the slope are the two defenders, "one unmistakably Siegfried Wagner, blowing with all his strength a horn like that of the hero for whom his father named him." The other is "the aquiline profile and the thin figure of Madame Cosima, lustily beating with her umbrella the top hat on a stout male figure, trying to scale the height." Other male figures, "mostly stout and frock-coated," are to be seen struggling up the hill, "and their garb and their aspect betoken the traditional caricature of opera and theater directors in Germany." Tho "Parsifal" is sung in New York, it has been heard nowhere in Europe outside of Baireuth, and we are told by Mr. Parker that "there is every reason to expect that sundry German and other European opera-houses will mount 'Parsifal' as soon as they have legal right to do so." What Wagner's son and widow will do about it no one yet seems to know; neither can it be guessed what effect upon the summer festivals in the Bavarian village the loss of the exclusive right will have. The effect upon the performances of "Parsifal" elsewhere is predicted by a writer in the London *Daily Mail* in no uncertain terms:

"One thought is in the minds of all the pilgrims at this the twenty-first Baireuth Festival—the thought that by the time another festival comes to pass 'Parsifal' will no longer be Baireuth's unique and peculiar heritage. But the music-lovers who have heard 'Parsifal' at Baireuth number to-day so many thousands in the divers quarters of the world that the least conscience-ridden of operatic impresarios, possessing any reputation to lose, will hardly dare to fall below the Baireuth standard in point of execution.

"What is this standard? It is eminently respectable, but far from unsurpassable. True, the admirable balance attained between the orchestra and the singers at Baireuth will be utterly beyond reach at old-fashioned opera-houses—like that built in London last year—where the shallow space allotted to the orchestra appears exclusively designed for Donizettian effects. At Baireuth and likewise at Munich the singer never needs to shout; there is harmony instead of conflict between stage and orchestra. The Baireuth staging of 'Parsifal' has good points. Best of all is the effect in the first act of the pink mantles of *Gurnemanz* and the two youths beneath the primitive greens of the spreading elm tree—a charming, naive scene giving at once an impression of simple piety. The shortcomings are numerous.

"The changes of scene as *Gurnemanz* and *Parsifal* wend their way to the Grail Sanctuary will surely be better executed at every theater where 'Parsifal' is seen two years hence. As it was, there was an actual race between the various flower-beds in *Gurnemanz's* vanishing garden in Act III. In that scene, too, tho the effect of the sunlit 'flowery meadow' was attained, one was left in doubt why the sunlight stopt short of *Gurnemanz's* cot, leaving his flowers standing out in black silhouette against the meadow. Then in the Grail scenes the electrical wire attached to the miraculous goblet was unduly apparent. When the 'Parsifal' monopoly ends there will be an opportunity for the imagination and fantasy of the most gifted scene artists in the realization of *Klingsor's* enchanted garden and the *Flower Maidens.* At Baireuth the scene is merely adequate. What would not be made of it by Bakst!"

From "The Illustrated London News."

DRAWINGS ON THE ROOF OF THE CAVE IN ALTAMIRA.

The difficulties the artists surmounted in drawing these figures is considered evidence that only religious motives could have actuated them.

The singing of the opera can not fail to be improved, judging from conditions reported by Mr. Parker. Thus:

"The performances this summer have run in much the usual fashion. There has been much to praise in the orchestra and the conductors; there has been laudable effort to better the stage management and break a little the routine of tradition. The devotees aside, in whose eyes Cosima and Siegfried can do no wrong, there has been much complaint of the quality of the singers, of the blind following of what mother and son see fit to enforce as 'the Master's will.' A younger generation of singers, doubting the prestige of Baireuth and unwilling to subdue their own intelligence to young Siegfried's, is shy of calls thither. The Wagners, by predilection, turn to the old; but all the 'inner meanings' in the world could not atone for the resurrection of such a vocal wreck as Van Dyck for 'Parsifal.'"

A movement has been started in some quarters to prolong the exclusive right to "Parsifal" for Baireuth, at least so far as Germany is concerned. The London *Daily News* observes that "the pilgrimage to Baireuth has certainly lost some of its magnetism in late years, and when once it ceases to be the only place in Europe where 'Parsifal' can be performed, its ancient glories are hardly likely to revive." But the *Daily Mail* writer is not so downcast:

"It seems certain that, despite everything, the Baireuth vogue will survive many years. The festival could exist simply on those with whom it has become a habit. 'Parsifal' is not the only lure here. It has been impossible for months past to obtain tickets for any of the performances of 'The Ring' or 'The Mastersingers,' works which are to be heard creditably performed by most folk without the fatigue of journeying to this obscure Franconian spot. Baireuth has little to fear. The end of the world's passion for Wagner's music lies far distant behind the horizon of the centuries, and not the bitterest critic of Baireuth will deny the keener savor this music possesses when thus tasted far from the distraction of cities."

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PERIPATETIC OPERA

NO LONGER will London be permitted to vex the operatic soul of Oscar Hammerstein. According to latest reports that slate is to be washed clean, so that the intrepid opera-house builder may have a clear surface to figure up the details of his new American plan of a string of houses. The enterprise that cost him a deficit of $225,000 is to be abandoned, the company disbanded, and the house sold or leased. Mr. Hammerstein announces his intention to build his new opera houses here and there in centers not already preempted, to the number of twenty, in the conservative estimate, and forty in the higher flights. Even Mr. Hammerstein admits that it is "the most stupendous undertaking" he has ever attempted, and he holds the record for having built three opera houses and nine theaters. All of the new theaters are to be exactly alike, the work of one architect, and material is to be ordered by the wholesale. The newest feature mentioned is the dormitory for the chorus, to be included in each structure, so that the traveling chorus may not be troubled with securing hotel accommodation. In the public prints Mr. Hammerstein has thus indicated the genesis of his latest scheme:

"Since my return from Europe and the announcement of the possibility of reentering the field of grand opera in this country, I have been besieged with requests from prominent representatives of many cities of magnitude to include theirs in such possible representation of grand opera for periods covering a week to several months. All of these places are annually visited by stray companies under the title of grand-opera organizations bearing the stamp of rank provincialism.

" 'What we want,' these promoters say, 'is real grand opera, such as we have heard in the Manhattan and Metropolitan Opera Houses. Great artists, twenty, thirty, forty of them—hundreds in the chorus, complete ballet, with a prima ballerina, special scenery with each opera; elaborate costumes to fit the periods, an orchestra of real musicians, sixty to eighty; conductors of renown, and an army of adjuncts, stage managers, electricians, property-men, wig-makers, prompters, supers, dressers, ballet master, stage carpenters, machinists, accountants, advance agents, press agent, not excluding an efficient and trustworthy call boy.'

"And the eager and enthusiastic solicitors go on to say: 'Our town is willing to pay handsomely for such an organization and give you adequate guaranties.'

"The impossibility of accepting these propositions, enticing as they are from a commercial as well as an artistic standpoint, lies in the fundamental fact that outside of New York, Philadelphia, Boston, and Chicago there exists no edifice, theater, auditorium, or hall fit to give grand opera in, such as they demand. Makeshifts are possible in these places, but makeshift grand opera is not grand opera. The many auditoriums throughout the country are either too large or without proper stage facilities; the theaters are mostly too small for the purpose, and vary in size of stage; to adapt the intricate and costly scenery, specially made for grand-opera productions, to such variations is wholly impracticable; the interior construction, seating capacity, stage openings, and space for the orchestra differ with each house; the obtaining of a continuous route for one, two, or more weeks is next to an impossibility; the item of railroad fare for an organization of such magnitude alone would be conjuring financial disaster."

This is his plan of procedure:

"I will erect in every city of prominence, with the assistance of those interested in the progress and welfare of their city, outside of New York, Philadelphia, Boston, and Chicago, an opera house of fireproof construction, seating about 2,000, including forty to fifty private boxes. The fundamental feature is that all these houses are to be alike in size, with noble and imposing elevation, fronting about 125 feet and with a depth of about 225 feet. It is not necessary that the ground for the same should be of extraordinary value; imperative it is that the stages and all electrical and mechanical features are to be exactly alike, also that the orchestra space must be for no less than seventy-five musicians, and that the dressing-rooms are to accommodate no less than from 200 to 300 persons, designed also to serve as dormitories for the chorus, musicians, and extra personnel of a grand-opera organization, a section of the house to serve as a storage room for stock scenery. It will be seen that the construction and embellishments and architectural features of these houses being alike, their cost is vastly below any estimate for a single one.

"The existence of such houses throughout the country makes the presentation of grand opera, in all the term implies, a certainty. The undertaking then assumes a national character. It opens a new field and never-dreamed-of opportunity for the furtherance and elevation of musical culture in this country. A city possessing such a house adds to its attractiveness and places a stamp of intellectual progress upon its citizens. Civic pride will become the reigning factor in the creation and maintenance of such an edifice. . . . . .

"By way of further, tho cursory, illustration, I mention two continuous lines of operatic centers to house one or two grand-opera organizations each season. One would comprise Albany, Syracuse, Buffalo, Detroit, Cleveland, Pittsburg, Cincinnati, St. Louis, Kansas City, and Denver; the other, Baltimore, Washington, Norfolk, Richmond, Atlanta, Birmingham, Nashville, Memphis, New Orleans, Galveston, Houston, Dallas, and San Antonio.

"Each of these cities will be sure of a season of grand opera for two or three weeks every year. They would prove the great musical event of the winter. I see no difficulty (and I have already taken inaugurative steps) to provide a large number of concerts and other attractions of magnitude and dignity for such houses. The similarity of construction and the great stage facilities offer unparalleled opportunities.

"Leaving aside the commercial aspect of this great undertaking, the existence of these many opera houses will give an impetus to the furtherance of operatic knowledge and the cultivation of musical taste bordering almost on the chimerical.

"I feel that these houses, as well as the whole project, will prove the birthplace for permanent grand opera in the vernacular by individual organizations in each large city of this country. Where is there to-day an opportunity for the thousands and thousands of talented and musically gifted young Americans, girls especially, to appear in their own country? Nine-tenths of the legion of such, first studying and then wandering in Europe, become lost in the cesspool of obscure so-called grand-opera houses of Europe. There exists no reason why at least ten, if not all, of the houses should not be ready for occupancy in a year hence. Plans are now being prepared by my architect."

Newspaper writers will rejoice in the return to his own country of the one man in the amusement world who could constantly furnish material for picturesque copy. The New York *Sun* dances to his first piping:

"The world will rejoice to learn that the irrepressible Oscar Hammerstein intends to abandon the retail opera business and to go into the wholesale field. He will sow forty opera houses in the soil of this youthful land and continue in them that campaign of education which he began several seasons ago in West Thirty-fourth Street. One always hears the sweet sound of the educational note in Mr. Hammerstein's operatic songs and continues to wonder just what the education is to be.

"Open confession is said to be good for the soul, so why not confess that the only education to be obtained from opera is opera? It would be more candid to place the new scheme before the public as a most commendable commercial enterprise, which it assuredly is. Opera is a delightful and frequently an artistic form of entertainment. It is superior even to moving pictures. It must be admitted that it has qualities which raise it above the level of the ten-, twenty-, and thirty-cent shows and that a keen enjoyment of it calls for a higher development of the esthetic faculties than does the most refined vaudeville.

"Almost the only place in Europe that has no opera house is Constantinople. Elsewhere opera houses are as common as post offices. Small cities all over the Continent have their opera seasons and their local favorites. These cities subsidize their opera houses and the entertainment offered to their citizens is exceedingly cheap. Mr. Hammerstein expects to get his subsidies from public-spirited citizens. He will not be able to provide opera at such low rates as the small European opera houses charge for it, even tho the public-spirited ones are very liberal. And it is the cost which has always been the most formidable obstacle in the way of carrying out all operatic schemes in this country. . . . . .

"No doubt in many communities his opera houses will do as much good as Mr. Carnegie's libraries."

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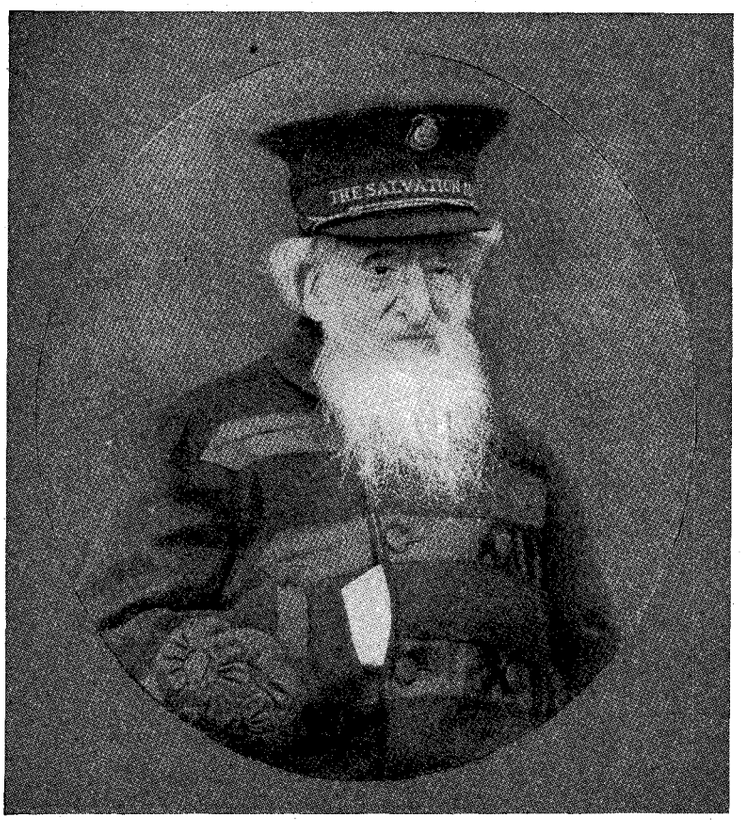
PLACING GENERAL BOOTH AS A RELIGIOUS LEADER

SNEERED AT as a "mountebank" in the early part of his career, William Booth lived to see the world "honor him as one of the greatest servants of Christ and benefactors of men whom all the centuries have produced," observes the Chicago *Continent* (Presbyterian), and a survey of the religious press shows that the founder of the Salvation Army is being ranked with the founder of Methodism and even with the leader of the Reformation. The New York *Examiner* (Baptist), for instance, credits him with "a giant power hidden away somewhere sufficient to achieve things that dwarf the work even of men like John Wesley." The Methodist press naturally stop just one step short of this, the New York *Christian Advocate* crediting him with "the happiest blend of spiritual fervor and social enthusiasm known to the world since the days of John Wesley." The Boston *Congregationalist* avoids all odious comparisons by ranking him neither above nor below, but "on a plane with the greatest philanthropists and Christians of all times," and makes this more definite by adding:



LAST PORTRAIT OF GENERAL BOOTH.
Taken in May, 1912.
Ranked by the religious world as "one of the greatest servants of Christ and benefactors of men whom all the centuries have produced."

"He belongs with such men as Dwight L. Moody and Phillips Brooks, John Wesley and George Fox, Cromwell, Luther, and Bernard, Loyola and Augustine, Peter and Paul."

He "moved among men like one of the ancient prophets," reverently declares *The United Presbyterian*, and he was "a fiery prophet and an imperial commander," too, adds *The American Friend* (Philadelphia). A number of editors, as the highest sort of tribute, speak of General Booth as a "modern apostle," and *The Church Advocate* (Harrisburg) recalls that he has been described as "a combination of the ancient patriarch, the military despot, and the devoted monk of the middle ages." There are such estimates as this from *The Presbyterian Banner* (Pittsburg):

"The death of no king or emperor or president or pope would have rolled a wave of grief over so many lands and into so many hearts. Queens and emperors sent wreaths of flowers for his coffin, the poor are bereaved as with the loss of a personal friend, and hardly an outcast in England has not felt his passing. He was the Grand Old Man of Christendom, the Great Heart who drew all classes and conditions to his bosom. More than any other minister or Christian of his time he was a Christ and fulfilled the Master's promise, 'The works that I do shall ye do also, and greater works shall ye do.'"

His generalship and genius for organization are of course widely dwelt upon, and *The Congregationalist* suggests that "the greatest captain of industry, the most expert professor of the modern gospel of business efficiency might profitably have sat at the feet of this plain and consecrated Christian man," and *The Pittsburg Christian Advocate* (Methodist) calls William Booth "the greatest general of the generation in which he accomplished his distinctive work." But at the same time that they praise his generalship, many of the religious press wonder if he did not become too autocratic. *The Examiner* (Baptist, New York) observes:

"Through all its history William Booth has kept his hand upon the organization with an iron grip. Nothing has been done without his sanction. He has even alienated some of his own family who were engaged in the work because they would not submit to his imperious exactions. One of the results of this was the organization of a rival movement, the Volunteers of America, under Mr. and Mrs. Ballington Booth, which also has had large success."

The Churchman (Episcopalian, New York) cries out, "How truly General Booth's life exemplified the truth that extremes meet!" and declares:

"William Booth in his autocracy was intellectually at one with Rome in her autocracy. He did not want to bother others, or to be himself bothered, with questions of the intellect. Some one once asked how he squared the idea of eternal punishment with his belief in God's eternal love. 'What's the use,' he answered impatiently, striking his hand upon the table, 'what's the use of wanting to explain things and worrying about interpretations? That's how work is stopt.'"

Many find it impossible to consider the personality of the leader and not pass criticism upon his methods of evangelical crusade. Several quote his own defense in answer to the accusation of "bringing religion into contempt" that came from Charles Spurgeon. The General argued that "thousands around us are being absorbed and carried away by the excitements of business, ambition, and pleasure. It is only by means of a counter-excitement such as this is that we find it possible to successfully arrest their attention." None of the editors appears

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to be particularly disapproving; if they call Salvation Army methods "sensational" or "primitive" they hasten to temper this with a statement, as *The Christian Intelligencer* (Reformed Church, New York) does, "but he did not allow the sensational to obscure the true end sought."

Any number of the press answer possible objections to the Salvation Army methods by writing in such a vein as this from *The Banner* (Christian Reformed Church, Grand Rapids, Mich.):

"It is that he took up bravely a branch of work sinfully neglected by the Church. The Lord had bidden his disciples so plainly to go to the highways and byways and compel men to come in. But apart from a little care bestowed upon the aged and sick, the Church of God all over the world had shamefully disobeyed the injunction of the Lord. Since many centuries, in fact to this very day, it has very much left the submerged classes to themselves."

More differences of opinion appear when the editors discuss the General's creed. But *The Christian Work and Evangelist* (undenominational, New York) calls him "a primitive Christian," and explains, "to him the gospel was a simple thing and his faith was literal." *The Epworth Herald* (Methodist, Chicago) declares that—

"Stript of its noise and its military masquerade, the message of William Booth was altogether that of the New Testament as most sincere Christians receive it. He was a Methodist through and through in his theology, as any one may see who will look into the literature used in the training-schools for army officers."

The Lutheran (Lebanon and Philadelphia) prefers not to classify him with larger groups:

"General Booth was an individualist of the deepest dye—an egotist—one who could not work in any harness which the best church on earth could have placed on him."

Some uncertainty and further disagreement appear when the religious press prophesies the future of the organization under the General's son, General Bramwell Booth. *The Lutheran* sees the situation in this wise if a present tendency to "humanitarianism" grows:

"As a movement independent of the Church, the Salvation Army, stript of its connection with the Church's historic roots and life, will sooner or later lose the evangelical fire that consumed its founder and become a charity organization chiefly."

Others, like *The Standard* (Baptist, Chicago), foresee only a continuance of the founder's policy and remark of the successor:

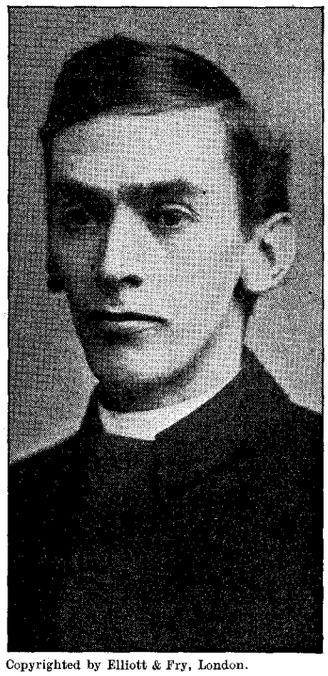
"He is in close sympathy with the work of his father, and is well fitted to carry on the task so admirably begun."

The Christian Guardian (Methodist, Toronto) finds it "hard to think of the Army in its present shape as a permanent organization" and suggests, "it is possible that wise counsels may modify somewhat the present inflexible machine." *The Northwestern Christian Advocate* (Methodist, Chicago) sees one element of permanence in the Booth idea in the nature of the work it does:

"Those who insist on war as necessary to furnish a motive for heroic action could well study the spiritual analog as exemplified in the life and works of this great man. What more thrilling than to battle with iniquity, following it to its lair in the city's slum and destroying it with the weapons of spiritual warfare?"

And it follows this with the conclusion:

"A great man has fallen. His work will march on."



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CANON HENSLEY HENSON,

Who denounced the directors of the Peruvian Amazon Company from the pulpit of Westminster Abbey and named individuals whom, he said, ought to be brought to trial.

PERSONAL ATTACKS IN THE PULPIT

THE USE OF THE PULPIT as a place for uttering comment on public affairs has long roused opposing opinions. The argument is now presented in a critical case involving Canon Hensley Henson of Westminster and a firm of legal solicitors. Canon Henson preached a sermon on August 4 referring in outspoken terms to the responsibility of former directors of the Peruvian Amazon Company, mentioning certain prominent Englishmen by name. He said that the perpetrators of the crimes in the rubber industry described in Sir Roger Casement's report are beyond reach, "but their employers, with whose guilty if unknowing connivance their crimes were committed, and who shared out the blood-stained gains which they transmitted, are here among us." He made bold to ask if it were not "the irreducible demand of justice that these men, and notably their leader and the arch-organizer of the whole tragedy, be arrested and be brought to trial?" So public an attack upon a vested interest and the people representing it called out a letter of protest from the legal firm representing the people impugned. The firm in question in their letter printed in the London *Times* shows that they have strict conceptions regarding the proprieties of pulpit utterances in saying:

"The statements which you made in that sermon in regard to our clients can only be characterized as absolute untruths, and they constitute an outrage upon every precept of fair play and justice.

"The fact that you have attempted to screen yourself behind the sanctity of the pulpit of Westminster Abbey of course makes no difference either to the legal or the moral aspect of the matter, but, so far as our experience of fifty years goes, it is entirely unprecedented for a minister of religion to use the pulpit in such a manner.

"While giving you every credit for natural indignation at what has been reported with regard to the Putumayo atrocities, it is nevertheless extraordinary that before uttering such slanders you should not have taken the means that lay ready to your hand to ascertain the actual facts. Had you done so, you would have found that there was no ground whatever for the assertions you made respecting our clients. . . . . .

"As we have said, it is without precedent that a minister of religion of rank in his church should use his church to utter on such a sacred occasion as a sermon from its pulpit the most outrageous slanders against honorable gentlemen for which there is not the slightest foundation in fact, envenoming the matter by pronouncing their names from the pulpit and suggesting that they should be 'arrested and brought to public trial.'

"Now, however, that the facts have been brought to your attention, we have to request, on behalf of our clients, that after you have had an opportunity of considering the matter you will inform us what you propose to do to make amends for conduct which our clients are justified in describing as unworthy of a clergyman of the Church of England—unworthy of a gentleman—unworthy of a man."

To this communication Canon Henson makes a spirited reply, first declaring that in response to their challenge he had given his words careful reconsideration. Further:

"The conclusion to which I have arrived is that the sermon was entirely justified by the facts, so far as I am able to know them, that no statement in it lies open to the charge of untruthfulness or exaggeration, and that your clients (if they can clear themselves from the heavy culpability which rests upon them

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in my deliberate judgment) are greatly to be congratulated on the opportunity which the appointment of a Select Committee of the House of Commons to investigate the measure of their responsibility will in due course bring to them.

"I agree with you that the course I took was 'entirely unprecedented,' and I am content to justify it by pointing to the 'entirely unprecedented' circumstances in which it was adopted.

"I am at a loss to understand what you mean by saying that I 'attempted to screen myself behind the sanctity of the pulpit of Westminster Abbey.' I chose that place for saying what I had to say because it was in my judgment the right place for such a pronouncement, and because it secured for my words the widest possible publicity. . . . . .

"Your clients maintain that they were ignorant of the facts. I reply that such ignorance was culpable. My concern is to press on the public mind that the plea of ignorance is not permissible in the case of men whose business it was to know. Do your clients contend that they were entitled to commend to the British public as a sound investment a business the character and methods of which they knew nothing about? I do not believe that the honorable traditions of British commerce will support them in that contention. For directors to confess ignorance is to acknowledge neglect of duty, and in this case very gross neglect, for the industry in question (the trade in rubber collected by native labor from tropical forests) was associated with recent and terrible scandals, which could not but suggest imperative reasons why the directors should have been more than commonly careful to obtain full and exact information before they offered their names as securities for the commercial rectitude of the business which they had taken over and were carrying on on the same lines and with the same agents. . . . .

"You conclude your letter by asking me 'what I propose to do to make amends for conduct which your clients are justified in describing as unworthy of a clergyman of the Church of England, unworthy of a gentleman, unworthy of a man?' I differ so completely from your clients in their view of what is befitting a clergyman, a gentleman, and a man that you will not be surprized to learn that I think nothing is required from me in any of those characters which would abate anything of the severity of the censure which I conceived myself called upon to pass on the directors of the Peruvian Amazon Company in the sermon preached in the Abbey Church on August 4 last."

The facts of the allegation are to be the subject of a Parliamentary inquiry, and *The Times* hopes that the directors will be able to acquit themselves of responsibility. In the meantime, we read, "letters written by a firm of solicitors in the tone and temper of those published . . . will not induce the public to take a more favorable view of their position."

STALENESS OF NEW RELIGIONS

MR. CHESTERTON, who has patience with few new things, has less than ever with new religions. He objects that they are "dull." He himself can never be dull, however, and it is with a certain airiness that he remarks that "in the newest and crudest churches" one always hears "the stalest sentiments." "The old religions are at least paradoxes," he admits, speaking after his own heart; "but the new religions seem to consist of nothing but platitudes." "Even when the truths they preach are important (as, for example, the brotherhood of man), they are truths which should rather be built upon as first principles than thus perpetually dug up as rediscoveries." He goes on in this vein in *The Open Road* (London), so much to the satisfaction of certain American journals that he is being freely quoted:

"The old special and dogmatic religions—whether we believe in one of them or in none—enshrine certain really interesting moral theories, certain really important historical decisions. Islam decided entirely against wine; Quakers decided entirely against war; these are challenges which will always interest and perhaps perturb or attract. Go into a Jewish synagog, and you will hear cogent and unique reasons urged against a Jew marrying a Gentile. Go into a little Roman Catholic church, and you will hear a little unimportant priest expounding some really logical distinction between men and animals, or between one kind of drunkenness and another. Buddhist metaphysics and Swedenborgian theology are really interesting things. Men have studied a complex problem, have come to certain important conclusions; and they offer those conclusions to the world. And whether I like them as I like Catholicism, or loathe them as I loathe Buddhism, I should always think they were worth listening to. I like to hear a Scotch Calvinist minister of the old school ingeniously explaining away the text that 'God is love.' He may be hardening his heart, but at least he is not also softening his head; holding a certain view, he has the courage to hold its consequences. All these special doctrines are at least the results of some kind of thinking; and even where they are to be denounced as deadly errors, they will sometimes serve truth by comparison. Real theologies are at the noblest inspiring, in the average interesting, at the worst amusing. But the New Religions! The Universal Fellowships! The True Christian Brotherhood! O gods of slumber and the underworld! O sleep, it is a gentle thing, beloved from pole to pole, to the veiled goddess of the New Religions the praise be given; she sent that gentle sleep from heaven that slid into my soul. . . . 'A higher and truer faith unfettered by dogma and sacerdotalism, founded not on creeds and forms, but on the spirit of love and truth; faith in the universal, spiritual, eternal, fundamental unity of all and each; faith that you and we and all things are not separate, are not solitary, are not disconnected items of unconjoined individuals, but are one in love, one in purity, one in brotherhood, one in truth-seeking, one in true social fellowship, one above all in service, one in that upward striving of the all which . . . ' and so on for hours and hours. The priests in such a temple ought to wear nightcaps instead of miters, and put up bedroom candles for altar lights. After half an hour of new religion in a new tin chapel I feel inclined, like the man in the story, to put my boots outside the pew, so that they may be cleaned in the morning."

However loud their professions of "newness" may be, this writer declares that they "never really venture beyond the most ancient and general maxims about the unity of God and the fellowship of mankind."

"They profess to be bold and innovating; but in truth they are too timid to trust themselves beyond the most grandmotherly truisms. They profess to be skeptical and inquiring; but in fact they never venture to ask any of the controversial questions and of the questions on which men have disagreed and might disagree again—Can Suicide be noble? May Sex be abnormal? Is the Will free? Can the Soul be lost? They follow everywhere the line of least resistance, and are as anxious to avoid a scene as a snobbish political hostess. That any one should really prefer one thing to another, that any one should think one solution right, the other solution wrong, seems to them a violation of good taste. To say, 'I regret the Reformation,' or 'I dislike Christian Science,' sounds to them like a guest criticizing the wine or cursing the servants, and they end where good taste always ends—in a literal tastelessness."

Since Europe became Christendom and decided to take its economic theory seriously, "there have been two attitudes among Europeans" which Mr. Chesterton distinguishes in this wise:

"Strong creative minds got to grips with nature and morality and forced them to yield some tangible result—that is, they went for the disputable matters, sex and suicide and poverty and slavery, and produced plain definitions about them, right or wrong. They carried the great ethical commonplaces with which they had begun courageously into all the complications of actuality. They committed that audacious act of which that genial aristocrat, Lord Melbourne, complained, saying: 'No one has more respect for the Christian religion than I have; but when it comes to this interfering in private life—!' They created the great and humane science of casuistry. They really tried to find an answer for every riddle, to hammer out a key for every lock; but from time to time this incessant and creative violence becomes too much for vaguer people; they are deafened by the dogmatists as by the hammers in some horrible smithy; they ask for a truce from discussions and definitions, and in some age of fatigue they get it. Then, in the silence that follows, some half-witted old man is heard murmuring in his sleep the infantile and obvious truths with which everybody started; that there is only one world and that men should love one another. It is quite true; but he generally says it nine hundred and ninety-nine times. When he has said it a thousand times it is called a New Religion."

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MOTOR-TRUCKS AND MOTOR-CARS

THE INCREASE IN EXPORTS OF OUR CARS

FROM time to time statistics have been printed showing an increase in the exports of American cars to European and other countries. Figures, now at hand for the fiscal year recently ended, show a value of $21,500,000 in complete cars exported and of $6,750,000 in parts and tires. In addition there were sent to Porto Rico and the Hawaiian Islands tires and cars valued at about $2,000,000—making for all exports about $30,000,000. The total number of cars exported was 21,757, the average value being slightly under $1,000. The average value of the cars was less than in previous years. In 1911 the average was $1,100; in 1910 it was $1,380; in 1909, $1,700, and in 1908, $1,880.

As to cars imported the figures show that the amount for the fiscal year recently ended was in the neighborhood of only $2,000,000, whereas five years ago it was more than $4,000,000. The average value of the cars brought in last year was $2,216, while in 1908 it was $2,392. It appears from these figures that the reduction in the price of cars we exported was 47 per cent., while the reduction on those we imported was only 8 per cent. Commenting on these figures, a writer in the New York *Evening Post* notes that "even the remarkable growth in the exports of American cars has not kept pace with the growth in production at home."

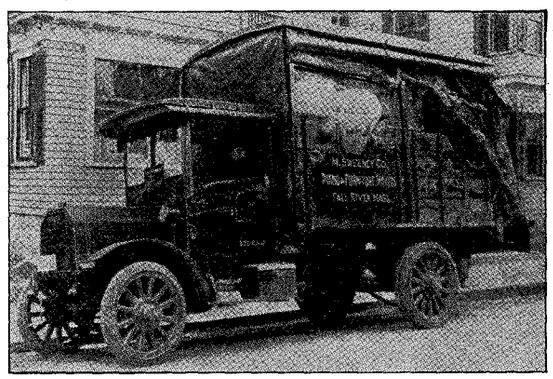
The chief foreign purchasers of American cars were English-speaking people. Of the 21,757 cars exported last year 6,288 went to Canada; 5,716 to Great Britain, and 3,625 to Australia and New Zealand. European countries other than Great Britain took 2,296. Of the 963 cars brought into this country from Europe last year 401 came from France, 188 from Great Britain, 131 from Italy, 116 from Germany, and 127 from all other countries. In some editorial comments on these striking figures *The Evening Post* says:

From "The Commercial Vehicle."

A 36-HORSE-POWER FARM TRACTOR IN USE IN ENGLAND.

"The statistics are doubly interesting at this time, in view of the cry of protest that has gone up from English manufacturers over the competition of American machines. The strides made by our manufacturers in a decade are remarkable. The census of 1900 shows the value of automobiles manufactured in this country as $4,748,000 in 1899, while the census of 1910 gave $249,202,000 as the amount for the year 1909. Wages paid increased in the same time from $1,321,000 to $48,694,000. Imports of automobiles decreased from a value of $4,000,000 in 1907 to $2,000,000 in 1911. The quality of the work turned out here has improved, so that automobiles manufactured in this country are now comparable in most respects with those made in France, Germany, or England. Ten years ago the American automobile (doubtless with reminiscences of the bicycle) was viewed with considerable suspicion in Europe, and we exported then less than a million dollars' worth. Last year our export trade amounted to thirty millions, inclusive of parts and tires.

"One curious feature shown by the figures is that the American manufacturer, for export purposes, has tended more and more to specialize in the inexpensive car. In this particular field, indeed, the American manufacturer has almost a monopoly. It has been freely stated by the English manufacturers that they are unable to turn out cars that correspond in quality and price with ours. One reason for this is probably to be found in the superiority of our automobile machinery. Always suspicious of a "machine-made" article, English manufacturers are prone to cling to old-time and costly methods of production until they see their trade slipping from them. A similar outcry was raised some years ago by English boot manufacturers, and it was only by studying and adopting American methods that their industry was saved."



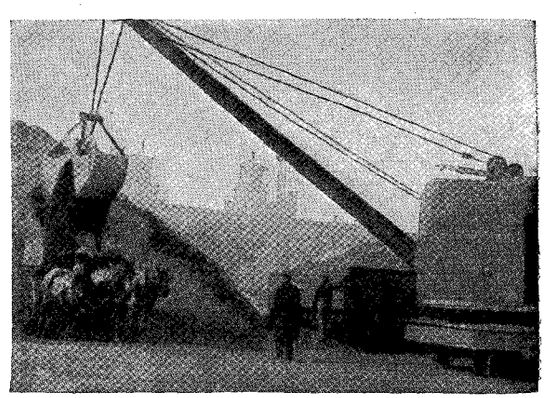
From "Motor Truck."

MOTOR MOVING-VAN USED FOR LONG-DISTANCE HAULING.

THE RISING PRICE OF GASOLINE

The rumblings of discontent which for several months have been heard in automobile circles over the rising price of gasoline resulted in New York in a formal call for a meeting of protest with a dinner on September 10. The call for this meeting, says *Motor World*, was due to a desire on the part of men in all branches of the automobile trade for a general discussion of all phases of the situation. The automobile men have seen many futile protests against rises in the prices of commodities outside their trade, and they are by no means sure of a remedy in their case. The wholesale price of gasoline has already climbed from 9 to 16 cents a gallon. The recent rate of increase has been about 1 cent a month.

Garage men declare that before the increases began they made "a comfortable profit," but now the wholesale price permits only of profits that are too small, the public being unwilling to pay for advances proportionate to those made in the price to dealers at wholesale. Moreover, the old "small profit storage rates" still remain. The outlook in general is for "a loss of money by the garage men." After paying 16 cents for gasoline they still feel that they must sell it for about 22 cents. Another source of injury to regular garages comes from small dealers having wayside stations in suburban neighborhoods where gasoline is sold at 18 cents and even less. Some of these small garages it is believed obtain a lower wholesale rate than do city dealers. It is also said that this suburban supply is often diluted with kerosene—a combination which in many cars works fairly well in warm weather, but is not good in cold seasons.



LOADING COAL WITH A PORTABLE HOIST, MOTOR-DRIVEN.

USING PLEASURE CARS FOR COMMERCIAL PURPOSES

Many illustrations in motor periodicals have shown the large use made by farmers and tradesmen in small places of the chassis of a pleasure car for commercial purposes, sometimes without change, but more often by detaching the tonneau or by using the motor as a source of power for machinery. In general the results achieved are believed not to have been satisfactory. This "Box and Cox" method, as a matter of theory, seemed unobjectionable, provided the capacity of the machine was not exceeded. *Motor World* reports that "practise did not agree with theory as a rule." In the few cases where the chassis was equal to its work, the car was of the more expensive kind, but that is just the kind of car which owners using a car for two purposes are not likely to possess. As

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to the causes of the unsatisfactory results, as well as the likelihood that cars may yet be built capable of performing two kinds of services, *Motor World* says:

"The inevitable difference between the care given a pleasure car and that accorded to a business vehicle, and the fact that the latter necessarily works continuously instead of intermittently, soon brought out weaknesses that resulted in the practical abandonment of the pleasure-car chassis for commercial service.

"Recently, however, there has been a revival of the practise, and in view of the improvements made of late years in all branches of automobile construction—not forgetting pneumatic tires—there is reason to believe that the results will be encouraging. It seems like turning back the hand of time, but it is easy to see the advantage accruing to the manufacturer and dealer handling a moderate-priced chassis that is available, practically without change, for either pleasure or commercial work, for the opportunities for sales are multiplied while the manufacturing facilities remain unchanged, barring possible enlargement. It hardly is necessary to emphasize, however, that pleasure-car construction, no matter how good, is suitable only for the lighter classes of commercial service in which it is usual to employ pneumatic tires to preserve the chassis from the effects of vibration."

BRITISH MAKERS ALARMED

Figures showing the enormous growth in American exports of cars printed elsewhere in this issue, make understandable the cry for protection against low-priced American cars, which early in August was newly raised in England. This American danger was foreseen in England about two years ago, when steps were taken to build lower-priced English cars. Englishmen believed that these cars would successfully resist the American invasion. As exprest on August 17 last in a cable dispatch to the New York *Times*, the British public was believed then to be in a state of mind to cooperate cordially with this movement, inasmuch as it "had already had an experience with American shoes and other American products of a more or less shoddy character." Indeed, it was confidently believed that an Englishman would never buy an American car when he could get an English one for about the same price. *The Times* correspondent now quotes the London *Daily Express* as saying these expectations have failed, the cheap American car having made its way successfully. It is declared that "two out of every three cars met on the country road are cheap American cars." Continuing, *The Times* correspondent says:

"The following table of importance is given as showing how what is called the 'American dump' in motor-cars has progressed: 1909, 42 cars; 1910, 1,101, and 1911, 3,734. Figures for the first six months of 1912 are not available, but they will run into many thousands, and more than all those for 1911. The value of these cars runs into many hundreds of thousand pounds. Last year's importation of cheap American cars was valued at $2,500,000; this year's will be double.

"One American firm imports parts of its cars only and assembles them in England. Something like 5,000 cars of this make were put together here last year and sold. In the face of this keen competition there is apparently not a single British firm which is in a position to stand up against this highly organized and efficient onslaught.

"*The Express*, of course, asserts that free trade is chiefly responsible, but it admits that British manufacturers made insufficient preparation to meet the threatened American invasion. There is an agent for cheap American motors in every town of the United Kingdom."

The Times correspondent cables a large part of the further comments of the London paper:

"Presently, by the time five or six million pounds' ($25,000,000 or $30,000,000) worth of cars have been dumped here, and the British workman has lost in proportion, the home maker will wake up and begin to compete in earnest as he did in the case of American bicycles and American boots.

"The British motor-cycle trade holds its own against all comers. Firms have fitted up their works to meet every demand in this line, but they have neglected the motor branch and permitted the Americans to capture an immense revenue, which is growing enormously.

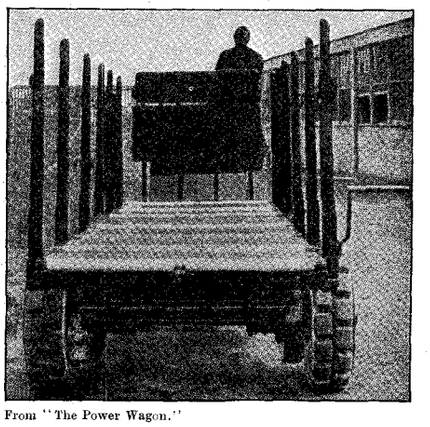
"The British firms confine themselves largely to the more expensive and better-fitted cars, relying on the old axiom that the best is the cheapest, but the user of these American cars finds it is cheaper to buy a car for £160 ($800) and scrap it in two years than invest in a £500 ($2,500) car, which in two years loses more than half its sale value. Besides the average user can not afford to pay the £500."

Charles Jarrott is quoted by *The Times* correspondent as saying of the situation:

"There is no doubt that the peril is serious. The American light car is selling in hundreds, not only here, but in the colonies. I went to South Africa this year and I saw that American cars had already obtained a strong hold in that country. They are cheap and powerful and they can be sold at prices lower than the British manufacturer can contemplate. American firms can turn out 10,000 light cars a year, perhaps 50,000. Some of these are sold in their own country; the rest they send for foreign use. Owing to their great production they can afford to sell their cars abroad cheaper, especially in our free market. The British manufacturer is only able to make for his own market. He is kept out of others by the high tariffs.

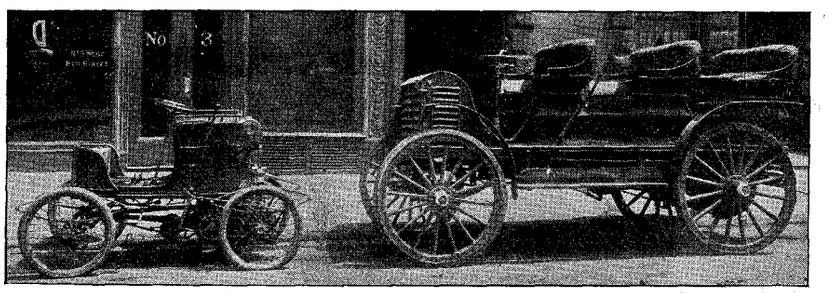
"England has become the hottest and keenest market in the world for the light car. It is well that we should realize this. Unless we recognize the form of the car that we are fighting, we shall be beaten in this trade.

"We are hampered shamefully at the very outset, but a group of manufacturers must get together and bring out an English light car to compete in every way with the American car if it can be done under present conditions."



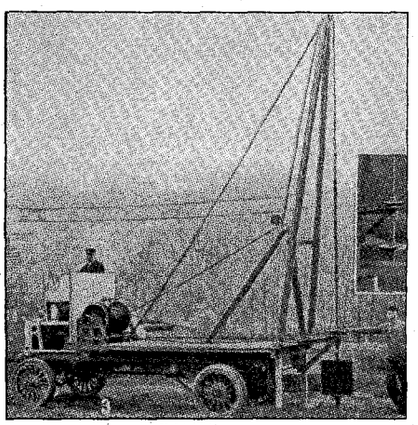
From "The Power Wagon."

MOTOR-WAGON WITH ROLLER BED USED FOR HAULING LUMBER.



TWO EARLY AUTOMOBILES.

The one on the left is 17 years old; the one on the right was designed in 1876.



From "The Commercial Vehicle."

POST-HOLE DIGGER MOUNTED ON A MOTOR-TRUCK.

In a dispatch sent a few days later *The Times* correspondent reported an interview with R. W. A. Brewer, an English automobile engineer just returned from making a tour of inspection among American factories, who said:

"American motor-car manufacturers think we are mad because we do not have a tariff. The reason why American cars can be made so much cheaper than our cars is that a man working in an American factory is not hampered by trade unionism. Any man can be taken out of the streets and trained to do a certain job in two or three weeks. He does only that one job, irrespective of having served any apprenticeship or being under the jurisdiction of a trade union.

"I saw one factory where fifty men were employed merely in putting shafts in, where there were twenty men whose only work was to put pistons on engines.

"The American car is by no means a result of cheap labor or of cheap material, for the cars are of excellent quality. It is a result of the protection in America for its motor-car industry. On account of the American tariff hardly any cars are im-

(Continued on page 430)

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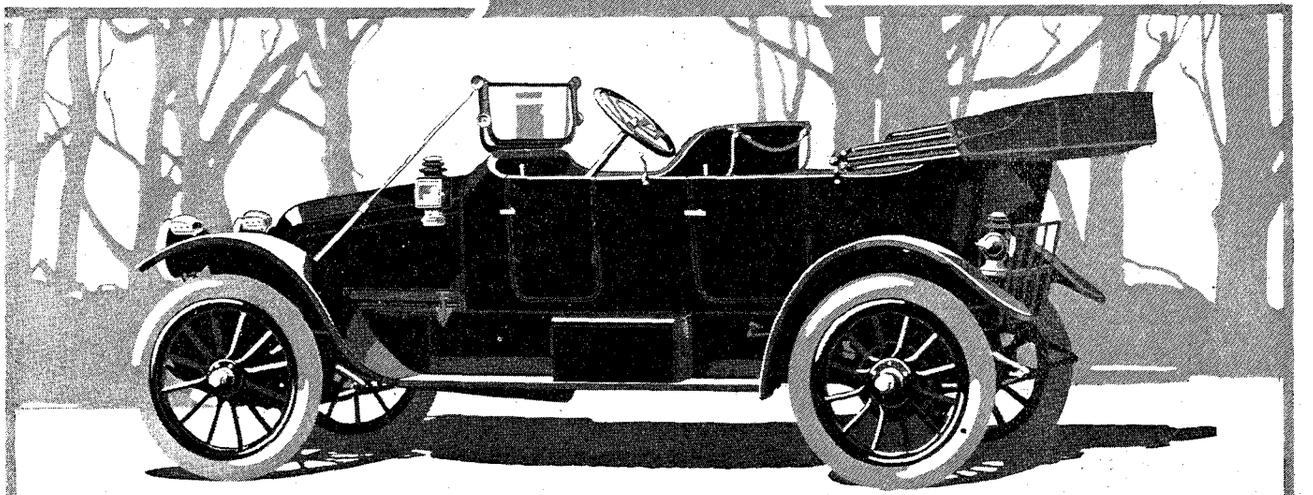
Franklin



The World's Records for fuel economy, held by Franklin Cars, are proof of the superior efficiency of the direct-cooled motor.

Write for folder, "They Barred Us Out." It is a record of how air-cooled cars were barred from an economy contest in Philadelphia where the only air-cooled car is a Franklin.

Oil economy is another proof of high efficiency and is a big factor in low operating cost. Average per gallon with the present series cars exceeds four hundred miles. Franklin cars are made in five chassis sizes—two fours and three sixes.

30 horse-power, six-cylinder touring car or runabout (Franklin "Little Six")	$2800.00
Six-cylinder, 38 horse-power Model "D" five-passenger touring car or four-passenger torpedo phaeton	3500.00
Six-cylinder, 38 horse-power Model "H" seven-passenger touring car	4000.00
Model "H" Limousine seven-passenger car, all seats facing forward	5000.00
Four-cylinder, 25 horse-power Model "G" touring car	2000.00
Model "G" runabout, 18 horse-power, four cylinder	1650.00

All prices f. o. b. Syracuse

Tire service on Franklin cars is three to four times greater than on other cars. Light weight, resilient flexible construction, unequalled riding comfort, and a beautiful, harmonious development of lines are other Franklin features. Catalog mailed on request.

FRANKLIN AUTOMOBILE COMPANY

Syracuse N Y

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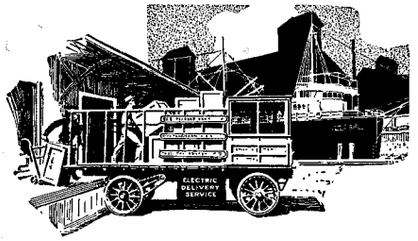

Reduce Your Haulage Cost

Electric Commercial Vehicles are less expensive to operate than any other type of vehicle—and the cost is on the *decrease*. The operating cost of other types of vehicles is gradually *increasing*.

Electric Commercial Vehicles do not consume power when not in operation—they can be started and stopped almost instantly. There is no dangerous, time-wasting cranking—no shifting of gears—no back-firing.

The perfect simplicity of mechanical parts means fewer repairs, less attention—eliminates the need for elaborate repair tools. The perfect ease of control allows any intelligent horse driver to run an Electric—no need to school a chauffeur into learning new routes.

With Electric Vehicles there is no risk of fire or explosion—you can keep them anywhere without affecting your insurance. You can run them on wharves, etc., where other types of motor cars are barred. The Electric Vehicle will do far more for you than any other type and do it less expensively.

Interesting literature about Electric Commercial Vehicles sent gladly. Write today.

Public interest and private advantage both favor the Electric.

ELECTRIC VEHICLE ASSOCIATION OF AMERICA (5)

124 West 42nd Street

BOSTON NEW YORK CHICAGO

MOTOR-TRUCKS AND CARS

(*Continued from page 428*)

ported. Thus America has the industry to herself, and, with her own markets protected, she can produce for the world.

"What are we to do? Undoubtedly the first thing is to encourage the British manufacturer. A 45 per cent. ad valorem duty would be sufficient to check the flood of American light cars. Then, if there were a big combination of interests working on the American plan in the cheap car business we might recapture some of the trade."

ARTIFICIAL RUBBER

What is known as "the synthetic rubber scare"—that is, the alarm taken by plantation rubber dealers over the possibility of a successful marketing of the artificial product, at one time seriously depress rubber shares in England. In fact, according to a letter in *The Automobile*, it "almost precipitated a panic." The rubber market is peculiarly susceptible to panicky conditions because of the chronic lack of stability in it. Discussing the possibilities of an actual invasion from synthetic rubber the same writer says:

"There are two possibilities in conjunction with the announcement of synthetic rubber, viz., that plantation rubber is likely to get a severe setback, and that British tire makers are confronted by a demand for lower prices for their wares—the average Britisher still believes that the prices are high for the tires, due to the high price of crude. The more enlightened English motorists, however, point out that the percentage of actual rubber in a tire is very low. They also say: the fabric, if it is of the best grade, and the expenditure represented in the cost for skilled labor employed in tire making, coupled with a rather heavy selling propaganda, are sufficient grounds for believing that the cost of tires to motorists here will scarcely be lowered, even assuming that synthetic rubber takes hold of the market to the extent of supplanting plantation products.

"It is pointed out that tire makers have but themselves to blame for the rather awkward situation which confronts them. The average man thinks that it is the high price of crude which serves as the foundation for the high price for tires. Naturally these mistaken individuals, of which there is a legion, will clamor for a reduction in the price of tires, the very minute that the cost of crude is tapered down. That they will be disappointed, is almost certain. In order to balk an awkward situation, it is claimed in some quarters that tire makers are depreciating the claim that synthetic rubber is in the nature of a great discovery.

"For the near future, it is claimed that the market position of Para rubber is secure. One feature which supports Para crude is the progressive consumption of rubber. One point is overlooked in the attack which is being made upon synthetic rubber by tire makers in England, viz.: When it is said that synthetic rubber will fall below the quality required in the manufacture of tires, no mention is made of the possibility of relieving the pressure on Para, through the simple expedient of employing synthetic rubber in the many situations which now command the use of either Para crude or seed crude *via* plantations.

"There is one thing which can not escape the notice of the market. The synthetic rubber scare is almost sure to snub plantation effort. This, in the face of a progressive demand, spells stability of Para for several years to come if synthetic rubber fails to take a strong production position in the near future. Indeed, it is quite plain that the three forces here in operation must lead to a famine of the best grades of crude. The three forces are: Increasing rate of demand, reduced plantation output, and the failure (if it does fail) of synthetic rubber to make up for the deficit. All of which, taking it for granted that Para output will hold its own, but no more.

"It would scarcely be of interest to bring these matters of the rubber market to the attention of the average automobilist in the ordinary sense, but it is worthy of note that plantation rubber promised to serve as the balance wheel for Para, and, with a synthetic scare confronting them, it is more than likely that British investors will withdraw their support, letting plantation enterprises sink or swim as best they can."

MOTOR-TRUCKS IN THE ARMY

During the recent military maneuvers in Connecticut much use was made of the motor-truck for the supply-train. Altho road conditions were bad, the result is described by *The Automobile* as one which "sounds taps for the mule." The small truck was found much better, however, than the five-ton vehicle. Especially was this true where bridges were weak and trails over hills were tortuous.

The conditions under which the trucks were tried "more closely approximated actual war service than any that have gone before in the history of the country," but the truck "proved its case." Approximately one-half of the work of supplying and providing for the fighting forces on both sides, roughly estimated at 20,000 men, who were in service for two days, was done by motor-trucks which quite outdid mules in many ways. They covered distances the mule could not possibly have covered in the same length of time and carried loads wholly beyond the mules' capacity. In fact the truck returned and carried loads a second time while the mule was at work.

"In the near future the mission of the mule as a means of transport from the field depots to the fighting line shall end and he will be displaced by the small swift motor-wagon with a carrying capacity of about two tons.

"A striking feature of the situation is shown in the experience of the Blue Army, altho its conclusions apply equally to the Reds or any other fighting force anywhere. The total amount of quartermasters' and commissaries' freight amounted to 961 tons. This was composed about half and half of rations and forage. Of course, the forage was destined for the cavalry and artillery horses in large measure, but there were 220 mules that had to be maintained and every pound of hay and grain destined for their use had to be carried in some way. With the elimination of the mule and the decline of the cavalry arm of the military service, the forage supply becomes a small matter for future consideration, representing the keep of the artillery horses.

"The motor equipment was picked up anywhere and everywhere. A few of the automobiles are owned by New York and Massachusetts, but the total number so owned was only five or six at the outside. The rest were rented, donated or commandeered on a time basis. Some of the owners were not much delighted with the arrangement when they saw how tremendously their trucks were being pushed. The equipment included many of the well-known types and makes, as appears in the tabulations herewith.

"Service by the trucks was largely that

(*Continued on page 432*)

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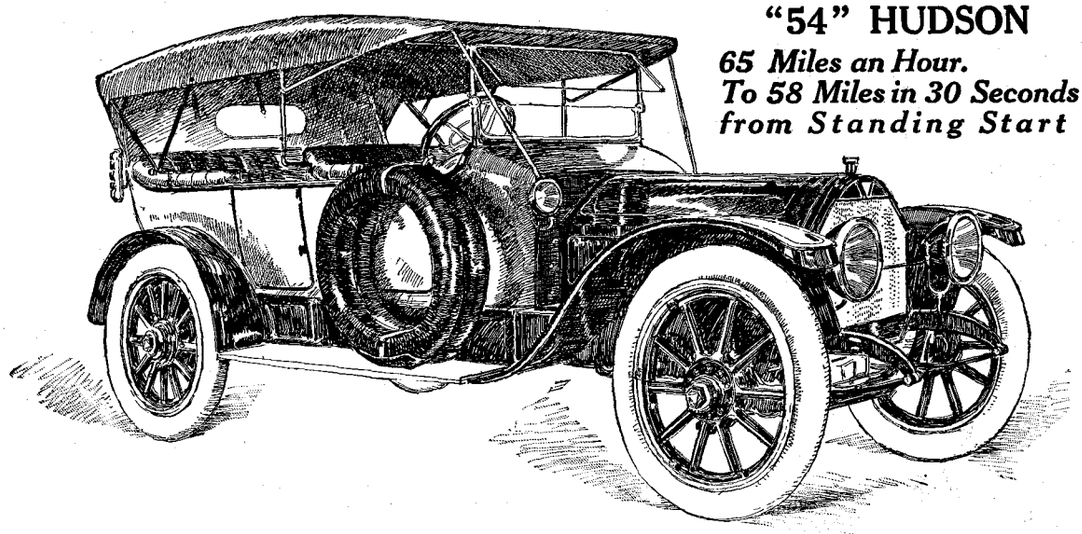

"54" HUDSON
65 Miles an Hour.
To 58 Miles in 30 Seconds
from Standing Start

Here is the Answer

to that oft asked question: "What will Howard E. Coffin do when he builds a 'Six'?"

The "54" HUDSON answers the question everyone in motordom has been asking for years. All know Howard E. Coffin to be America's foremost engineer. His six famous four cylinder cars gained a reputation for him which led all to expect a wonderful six from him.

But sixes are not like fours, as many a designer has learned to his sorrow. Mr. Coffin realized that, and so instead of attempting a six alone, he first secured as his associates the men who had already accomplished the most in six cylinder designing. His men came from the leading factories of Europe and America. There are 48 in all—representing 97 leading motor car manufacturers. Combined they know just about all that has been learned in motor car building. So the "54" HUDSON—Mr. Coffin's answer—is the composite of what the most successful builders, working together, have accomplished.

The Best Car They Know

It is smooth and flexible—the qualities for which sixes are really built, and which inexperienced men seem unable to obtain in the sixes they build.

It is powerful—speedy, beautiful, safe and comfortable. Simplicity is a notable feature, and economy in operation is accomplished as it is in but a few cars.

Not Just Two Cylinders Added to a "Four"

Adding two cylinders to a good four won't even make a poor six. Fours and sixes are entirely different. That is why some sixes give less than 30% increased power when their weight and fuel and oil consumption are 50% greater than the four of same size, to say nothing of the greater first cost.

Comfort—Speed—Completeness

The cushions of the "54" HUDSON are Turkish type—12 inches deep. Backs are high, upholstery thick, springs flexible and the car is so nicely balanced that it will take the worst roads at speed and with little discomfort to passengers.

On the Indianapolis Speedway, a "54" fully equipped carrying extra tires and four passengers did 10 miles at 62 miles an hour. One year ago on the same course a $500 prize was forfeited because none of many of the best known fours and sixes similarly equipped, driven by famous drivers, were able to do one mile in 60 seconds, flying start.

Every detail of motor car comfort is included in the "54."

It is electrically self-cranking, has electric lights, speedometer, clock, top, rain vision windshield, nickel plated trimmings—21 coats paint and varnish body finish, demountable rims—36 x 4½ tires, gasoline tank, with magneto gauge on rear, rope rail, curtains and all the appointments that go with the highest type of car.

The price for either 5-passenger Touring Car, Torpedo or Roadster is $2450; 7-passenger Touring Car, $2600; Coupe, $2950; Limousine, $3750—f. o. b. Detroit.

See the Triangle on the Radiator

HUDSON MOTOR CAR COMPANY

7427 Jefferson Ave., Detroit, Mich., U. S. A.

165

Electric Self-Cranking—Electrically Lighted

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Not Even an Anxious Moment

WEED CHAINS

Give Confidence

A NARROW road, a precipitous descent, a sharp turn and a dangerous railroad crossing. Surely enough to instil fear into the mind of any automobile driver, but if your car is equipped with Weed Chains you are absolutely sure of ***sufficient traction, perfect brake control*** and the ***elimination of every possibility of skidding.***

Are you still taking your life in your hands by refusing to take the necessary precaution to prevent skidding?

Are you still unwisely depending on rubber alone for your own safety, the safety of the occupants of your car and other road users?

Weed Chains

The Greatest of all Safety Devices

Impossible to obtain adequate brake control without them.

An absolute necessity on both rear tires and to doubly guard yourself against accidents and to make steering comfortable and easy put them ***on the front tires too.***

Cannot injure tires because "they creep."

Easily put on without the use of a jack or other tool.

Equip your car with Weed Chains today and ***insist*** for your own protection that others do the same.

For sale by all dealers

Weed Chain Tire Grip Co.
28 Moore Street : New York

Concentration of Purpose
—Not Spasmodic Improvements

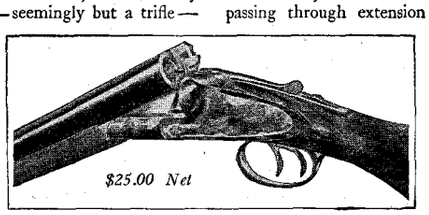
NOT occasional, spasmodic change or improvement made the L. C. Smith gun what it is today — the gun with no shortcomings. The concentration of purpose of six men for 22 years did it.

The six Hunter Brothers keenly foresaw and held fast to one vital truth, i. e.: that any little shortcoming — seemingly but a trifle — in field or blind, will offset all your skill, wipe out all your well laid plans, and spoil a whole trip.

Concentration produced for the L. C. Smith gun a firing pin of vanadium steel — unbreakable — gas proof.

Concentration produced a rotary, *clawing* type of bolt, which takes up all wear, in all directions, by the double wedging of its double claws. The limit of breech bolting strength is reached by these claws entering frame after passing through extension rib. And so on through the list, Concentration of Purpose has solved long-standing gun troubles.

Write for catalog, showing all grades from $35 net to $1500 list.



$25.00 Net

L. C. SMITH GUNS

"6 Times 22 Years' Experience"

HUNTER ARMS COMPANY, 83 Hubbard Street, FULTON, NEW YORK

MOTOR-TRUCKS AND CARS

(Continued from page 430)

of transferring supplies from the base to the field depots and from the field depots to the line of battle or encampment. The Blue Army, with a longer line to cover, delivered an average of 43.1 miles per truck per day according to the best figures available. The Red Army figures were slightly below this average because of the larger motor equipment and the shorter line to be served.

"The Blue base was at Danbury during the crucial period of the campaign. From there the quartermaster's department served four field depots behind the line. These were located roughly at intervals of 5 miles in a line almost south from Danbury, the most southerly being in the rear of Stepney. The chief depot for forage was at Bethel, 5 miles southeast of Danbury, and a branch of the railroad took care of the bulk of the hay, grain, and wood destined for the fighting units in the field to the east and northeast.

"From these four depots and also directly from the base supplies of all kinds were conveyed by field trains to the camps of the military organizations. The average distance from the base to the field depots on the Blue side was 12½ miles and from the depots to the front 7½ miles. This was arranged so that the mule teams could cover it, as the plans of the campaign were made on the basis of the mule and not the automobile truck.

"On the Red side the base, or one of them, was at Derby and the distribution was from Newtown on the north to Monroe and Stepney on the south. The average haul to the field depots was 7½ miles and to the front from the depots 5½ miles.

"The equipment of the Blues included twenty-three trucks and that of the Reds was about thirty at its maximum strength.

"Broadly speaking, the service rendered by the trucks was satisfactory. They were mostly chosen at random, and were picked up wherever available. Nineteen of the twenty-three were assigned to the various military organizations as field trains. One of them was equipped as an ambulance. Another served both armies at different times, thus leaving the actual number of trucks connected with the distribution of rations, baggage, forage, and wood as seventeen.

"The service was tremendously hard on tires and it is certain that the tire equipment of every truck engaged suffered at least 200 per cent. as compared with the normal wear of the same mileage under normal conditions. The gasoline consumption of the quartermaster's trucks was about 3½ miles to the gallon on the general average. The average mileage made by the quartet in 10 days was 487 and the total wagon mileage delivered was 1,948, based upon the performance of 8 days of the maneuvers.

"There was no cross-country work attempted by any truck connected with the army, except where the cars left the roads to enter fields for the purpose of delivering freight. The road conditions on the general average were strenuous. The grades ranged up to 45 per cent., and there were nine distinct ridges of hills where the degree of inclination was in excess of 20 per cent. There were eighty-two bridges and culverts on the lines of communication in the rear of the Blues. Some of these were so weak and rickety that they gave way beneath the heavier trucks. An overloaded Sternberg went through a bridge near Stepney; a Packard with 4 tons of freight broke down a culvert at Redding Ridge, and another Packard in seeking to make a detour around a shaky bridge structure was mired down in a swamp and stayed there for several days. This latter car was assigned to the Provisional Artillery regiment."

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POPE QUALITY HAS NEVER BEEN QUESTIONED

POPE-HARTFORD ANNOUNCEMENT

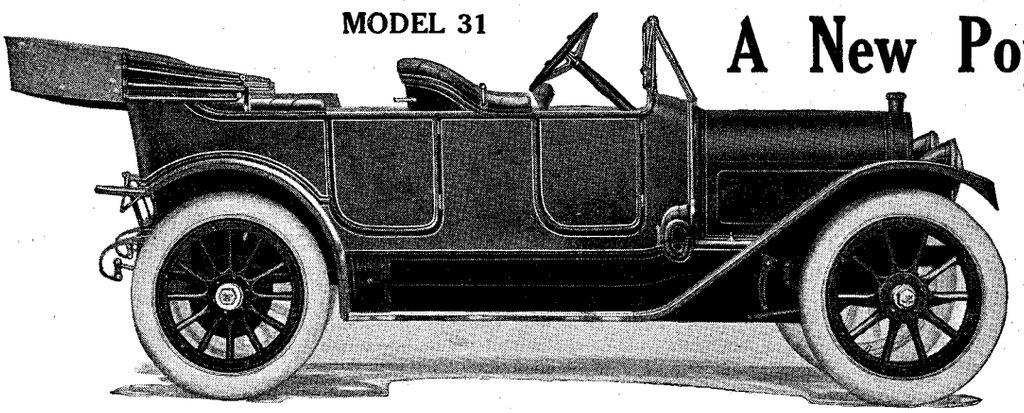
Three Distinct Models **Three Distinct Prices** **1913**

One Quality of Material and Workmanship

40 Horsepower	50 Horsepower	60 Horsepower
4 Cylinders	4 Cylinders	6 Cylinders
$2250	**$3250**	**$4250**

ALL THREE HAVE Electric Motor Starter, Electric Dynamo Lighting, Long Stroke Motor, Magneto Ignition, 4 Speeds, Windshield, Top, Trunk Rack, Demountable Rims, Robe Rail—All Fully Equipped

MODEL 31



A New Pope-Hartford

LONG STROKE "40"

for $2250

Electric Motor Self-Starter

Electric Dynamo Lighting

4 Speeds Forward

AN entirely new Pope-Hartford Motor Car—far and away the **best** automobile investment ever offered the American public. The **first** car of **highest quality** offered by a **responsible maker** at a **low price.** We invite comparison of its **long stroke motor—double drop frame—four speed and reverse roller bearing transmission—full floating, roller bearing rear axle—irreversible steering gear—its extra efficient brake system—its great power, strength and speed—the body lines—deep, luxurious upholstery, wealth of equipment and beauty of finish,** with any car at anywhere near its price. Such comparison will convince you that what we say regarding **Model 31** is a sober statement of fact easily believed if you stop to consider that this car is **a full fledged Pope-Hartford**—embodying in every mechanical and structural detail **Pope-Hartford principles** and **Pope quality.** Many of **its important parts** are identical with those in our higher powered 1913 models. **Increased production**—quantity buying—efficient management and thirty-five years' experience, make possible the **sensational price** of this Model 31.

THE New Factory. The building of this new Model has necessitated a large addition to our great plant at Hartford, Conn. By the erection of an immense four-story structure, we practically double our facilities for producing high-grade motor cars, and are enabled to extend our business into territory heretofore unsupplied.

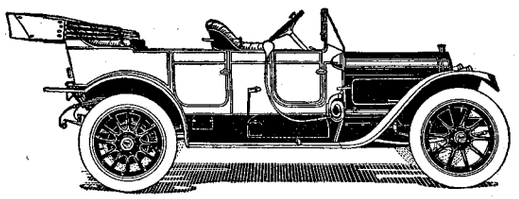
Model 31
118-inch wheelbase
Body Types and Prices

Touring Car, 5 Pass.	$2250
Phaeton, 4 Pass.	$2250
Roadster, 2 Pass.	$2250
Coupe, 3 Pass.	$2750
Limousine, 5 Pass.	$3250

SEE this truly wonderful car—compare it piece by piece with cars selling at higher prices. Pick out the car you think comes nearest to meeting your requirements and make a comparison with this car. **Compare** the transmission in any car with the transmission in this new car. Go to the best mechanic you know—ask his advice, invite him to visit our factory or the nearest **Pope-Hartford** dealer with you and look over the pieces that go into this car and get his honest opinion of the material and workmanship as compared to that in any other car at any price which you think you would like to own.

COMPARE the Equipment with that on any car selling at any price. The Electric Motor Starter (Gray & Davis) and the independent Electric Dynamo lighting system are the best to be had **Regardless of Price.** No car selling at any price can have a better equipment in this respect. Bullet type electric headlights, side and rear lamps, each set on separate switch. Cape top with curtains and envelope. Union rain vision folding windshield, horn, foot rest, robe rail, folding trunk rack, tool box, full set of tools and jack, tire kit, irons and pump. Cocoa tonneau mat. Metal body, roomy, straight line effect; hooded dash, front compartment panelled. Bright parts heavily nickeled. 36x4½ Goodyear Quick Detachable Tires, demountable rims, spare rim.

Think of it. A new **Pope-Hartford,** 40 h.p., built in our own shops, for **$2250!**

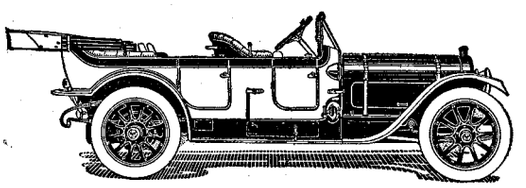


Model 33—4-Cylinder, 50 Horsepower Touring Car, *124-inch wheelbase*

$3250

The 50 Horsepower, 4-Cylinder **Pope-Hartford** is known as model 33. Every worthy and distinctive feature contributing to the popularity and success of last season's "50" is retained, and **numerous improvements** have been incorporated, including **full equipment, four-speed transmission, new body designs, electric motor self-starter,** and **electric dynamo lighting;** and throughout will be found **refinements, structural and mechanical,** which place this model in the front rank with cars selling at even a higher price. **Model 33 is the equal of any four thousand dollar model offered by any other manufacturer.**

5-passenger Touring, 5-passenger Phaeton, 2-passenger Roadster, $3250. 7-passenger Touring, $3500. 7-passenger Limousine or Landaulet, $4300. 7-passenger Berline, $4550.



Model 29—6 Cylinder, 60 Horsepower Touring Car, *133-inch wheelbase*

$4250

The 60 Horsepower, 6-Cylinder **Pope-Hartford** is a magnificent car—wonderfully powerful and efficient in service. It is **the acme of Pope-Quality and the highest expression of six cylinder motor car building.** Prominent among the new features are—**double drop frame, roller bearing four speed and reverse transmission, roller bearing rear axle, electric motor self-starter, electric dynamo and battery lighting and full equipment.** Model 29 bodies are of new design with convex line effect, low hung—roomy—and upholstered in a manner that insures the maximum of luxurious comfort to the occupants.

7-passenger Touring, 5-passenger Phaeton, 2-passenger Roadster, $4250. 3-passenger Coupe, $4800. 7-passenger Limousine or Landaulet, $5300. 7-passenger Berline, $5550.

DEALERS! **Do you realize that the POPE-HARTFORD line of Pleasure Cars, Trucks and Public Service Wagons offers you by far the greatest inducements and opportunity? We solicit correspondence from responsible dealers in unoccupied territory. Send for catalogs NOW! Please mention Literary Digest**

The Pope Manufacturing Company - - - - Hartford, Conn., U. S. A.

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THE KIND OF PIPEFUL ONE DREAMS OF

Widely Popular "Edgeworth" Tobacco, Now Made Ready-Rubbed, is a Desire Fulfilled.

HOW a pipeful of "Edgeworth" Tobacco does gratify a long-felt longing for a "real good smoke"—for the man who's never tasted it. It's such a smoke as you've *always wanted*, but have begun to fear you'd never get.

Get a package. Plug Slice or READY-RUBBED—all ready to fill your pipe. When you light up and puff away, a smile is simply bound to creep over your face, a look of contentment to come into your eyes. It'll be your dream-smoke *come true*. How sure this is, any smoker of "Edgeworth" (and their name is legion) will tell you gladly.

EDGEWORTH EXTRA HIGH GRADE READY-RUBBED

Smoking Tobacco, 10c

"Edgeworth" Tobacco is the finest Burley-leaf the ground can yield. There's *never* a bite for the tongue. The aroma is as inviting as a man could find. And after your first "Edgeworth" pipeful, you live in pleasing anticipation of your next smoke.

You who swear by "Edgeworth"—tell your friends to try it now. And you who know it not—it's time to get acquainted.

We're so sure of "Edgeworth" that we GUARANTEE it—and will refund the purchase price if you're dissatisfied. READY-RUBBED in 10c tins, everywhere, and in $1.00 packages. Plug Slice, 15c, 25c, 50c, and $1.00. Mailed prepaid if your dealer has none.

"The Pipe's Own Story," No. 1—Free

Just published—a most fascinating story, told by a Pipe itself—the first of a series of "Pipe Tales." It's a booklet every smoker will enjoy. You will want the whole series. Write us today, for "The Pipe's Own Story," No. 1, and we'll mail it to you free of charge.

LARUS & BROTHER CO.
(Established 1877)
Also manufacturers of Qbold Granulated Plug Smoking Tobacco.
5 South 21st Street, Richmond, Va.

The Grace of Comfort for Rider and Horse.

Whitman Saddles

For Men and Women—embody every feature of comfort, style and durability, combining the practical suggestions of the most prominent riders of two continents and our thirty years' manufacturing experience. *Send for illustrated catalogue B describing styles and accessories and giving the names of many prominent users.*
The Mehlbach Saddle Co., 104 Chambers St., New York City

CURRENT POETRY

IN an address delivered before the Poets' Club of London and recently printed in *The English Review*, Mr. Compton Mackenzie, the author of "Carnival," stated his belief that the modern novel lives only by the poetry that gives it life. He condemned the false realism that is content merely to chronicle facts and to trace the contours of the surface, and urged that the novelist, in his adherence to reality, be sincere and courageous enough to express the poetic beauty which animates all life. "I question," he said, "to be content with a trivial example, whether the Tube is not almost the finest venture of travel which the world has known. For me, certainly, every journey is an Odyssey from the moment I enter the lift, with its subtle variations of mood—the subdued gaiety of expectation about half-past seven in contrast with the lassitude of the afternoon—the personalities of the liftmen, and the curious intimacy and relaxation of by-laws late at night. There is the waiting on the tempestuous platform, the Cyclopean eye of the advancing train, the adventure of boarding, the fastidiousness in the choice of a neighbor, the sense of equality, the mysterious and flattering reflections of oneself in the opposite windows, and even the colors of the various stations—from the orange and lemon of Covent Garden to the bistre melancholy of Caledonian Road, or Camden Town faintly cerulean like an autumnal sky. Surely the poetic novelist should never be called upon to defend his instinct for decoration when the stark realities are so full of suggestive color."

Not only the poetic novelist, but the poet in verse has frequent need to remember the facts which Mr. Mackenzie has exprest so vividly. Mr. J. C. Squire teaches much the same lesson in this poem in the London *Eye-Witness*.

Lines

BY J. C. SQUIRE

When London was a little town
  Lean by the river's marge,
The poet paced it with a frown,
  He thought it very large.

He loved bright ship and pointing steeple
  And bridge with houses loaded
And priests and many colored people . . .
  But ah, they were not woaded!

Not all the walls could shed the spell
  Of meres and marshes green,
Nor any chaffering merchant tell
  The beauty that had been:

The crying birds at fall of night,
  The fisher in his coracle,
And grim on Ludgate's windy height,
  An oak-tree and an oracle.

Sick for the past his hair he rent
  And dropt a tear in season;
If he had cause for his lament
  We have much better reason.

For now the fields and paths he knew
  Are coffined all with bricks,
The lucid silver stream he knew
  Runs slimy as the Styx;

North and south and east and west,
  Far as the eye can travel,
Earth with a somber web is drest
  That nothing can unravel.

And we must wear as black a frown,
  Wail with as keen a wo
That London was a little town
  Five hundred years ago.

. . . . . .

Yet even this place of steamy stir,
  This pit of belch and swallow,
With chrism of gold and gossamer
  The elements can hallow.

I have a room in Chancery Lane,
  High in a world of wires,
Whence fall the roofs a ragged plain
  Wooded with many spires.

There in the dawns of summer days
  I stand in adoration,
While London's robed in rainbow haze
  And gold illumination.

The wizard breezes waft the rays
  Shot by the waking sun,
A myriad chimneys softly blaze,
  A myriad shadows run.

Round the wide rim in radiant mist
  The gentle suburbs quiver,
And nearer lies the shining twist
  Of Thames, a holy river.

Left and right my vision drifts,
  By yonder towers I linger,
Where Westminster's cathedral lifts
  Its belled Byzantine finger,

And here against my perchèd home
  Where hold wise converse daily
The loftier and the lesser dome,
  St. Paul's and the Old Bailey.

The Vineyard is a London magazine devoted to the literature of peasant life. The verse which it contains is as a rule attractively fresh and simple. In the August number the Rev. R. L. Gales writes entertainingly on the Breton folk-songs, and gives his own translations of some of them. We reprint one below.

The Sabot-Maker

TRANSLATED BY R. L. GALES

The sabot-maker sings all day,
The songs he makes are blithe and gay,
The shoes he makes are strong and good,
The sabot-maker in the wood.

His hut is black with smut within
And hung with webs the spiders spin;
From morn till night he knows no care,
But sings and whistles debonair.

"Is there a path by which I can
His dinner take to my good man?"
"Go on, good wife, and have no fear,
His ax and saw from far thou'lt hear."

"What hast thou brought on which to dine?
Let me unpack the basket fine."
"To-night thy table must be spread
With but a cake of the black bread."

"Sweetheart, we shall be richer soon,
When I have sold my wooden shoon.
On Sunday bacon we will eat
And drink the red wine with our meat."

(*Continued on page* 436)

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If you do not know who the Overland dealer is in your vicinity write us for his name and address. Also we will be glad to send you a 1913 catalogue. Please ask for book C 29.

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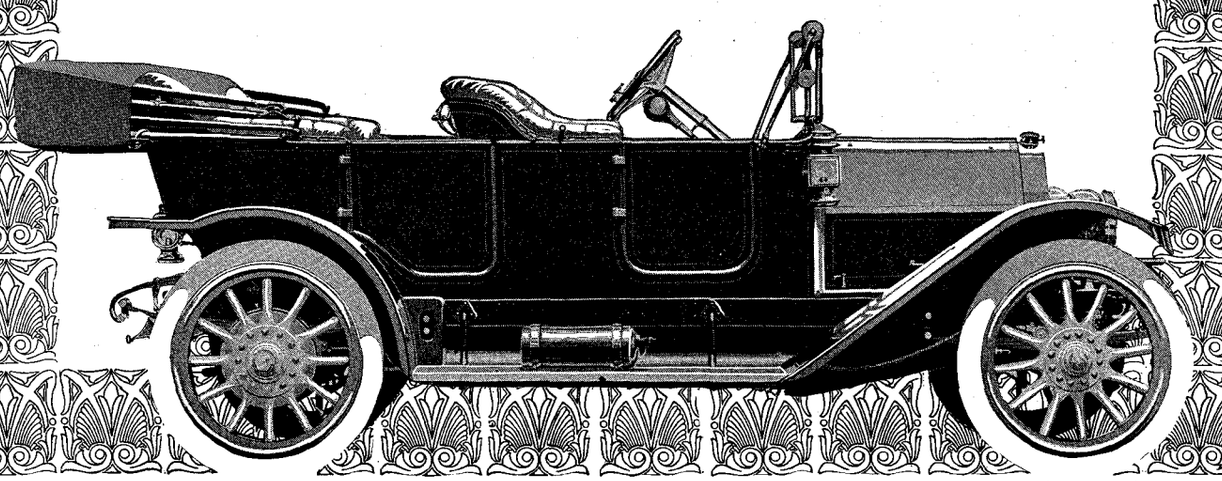
Toledo, Ohio



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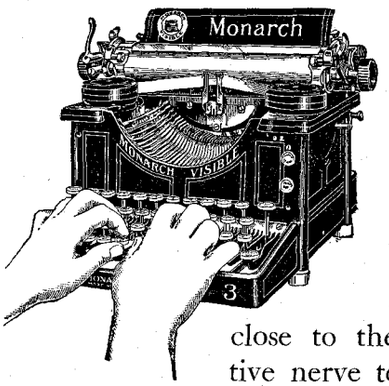

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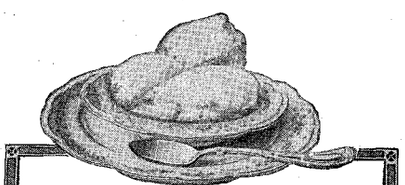

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Recipe — Dilute two cans Borden's Condensed Milk with two cans water; add one-half pound granulated sugar and stir until dissolved. Turn into the freezer and freeze. Pare and mash one quart ripe peaches and stir them into the frozen milk. Turn the crank for a few minutes and stand away to harden.

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BORDEN'S CONDENSED MILK CO.
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CURRENT POETRY

(*Continued from page* 434)

There is no new thought in this poem, which appeared in *Munsey's Magazine* for September. But the idea is one which never ages, and it is here exprest with a grace which lends it a new appeal.

Fiammetta

BY DUFFIELD OSBORNE

Thee, only, Fiammetta, have I loved
In the spring's budding and the summer's bloom;
Tho the gray autumn every flower entomb,
Tho winter whiten all the skies above,
Thy roses still shall blossom in my heart,
With vague, sweet perfumes, mystic as thou art.

What name is it that thou art called of men?
O'er what bright meadows come thy lingering feet?
What happy streams thy silver songs repeat?
I only know that I shall know thee then—
Then, when thy face bends to me from on high,
When thou shalt speak the name thou know'st me by.

Ah, Fiammetta, I am grown so gray—
Gray with the weariness of waiting thee—
That if, dear love, thou come not speedily,
The darkness soon will cover all the day.
Yet I must wait thee, tho the light be gone,
Knowing that thou wilt greet me at the dawn!

It is interesting to compare with the Breton folk-song already quoted these artfully simple verses which appeared in *The English Review*.

The Pedler

BY LADY MARGARET SACKVILLE

I am a merchant of strange wares;
The market-places know me not;
Yet with all laughing wayfarers,
High and low, I cast my lot.
The last street that ever I trod
Made my feet so ache—I swore
By Hermes, the wanderers' god,
No town should ever see me more!
The wind rose, the rain came down,
Little cared I for wind or rain—
There's not a door in any town
Shall open to let me through again!

A fine way of life is mine!
Golden fruits I have to eat,
And if for hunger I repine,
My dreams fly forth and bring me meat.
I nothing lack for comradeship,
Each man's dwelling is my home;
And a free berth on every ship
That sails the seas of Christendom.
I have such treasures in my pack!
Yet, I'll be poor when I am old—
For I'd sell the lot for a cup of sack
Warm and red when the wind blows cold.

I was born in a green vale,
In the far land of Arcady.
My mother carried the milking-pail,
My father was never known to me.
Light-footed as a goat was I,
Music pricked me like a goad,
I danced low and I danced high
And out at last on the high road—
Come, ye muses, bring me aid,
Teach me to sing as is most fit.
How merrily I ply my trade,
And how all men should envy it!

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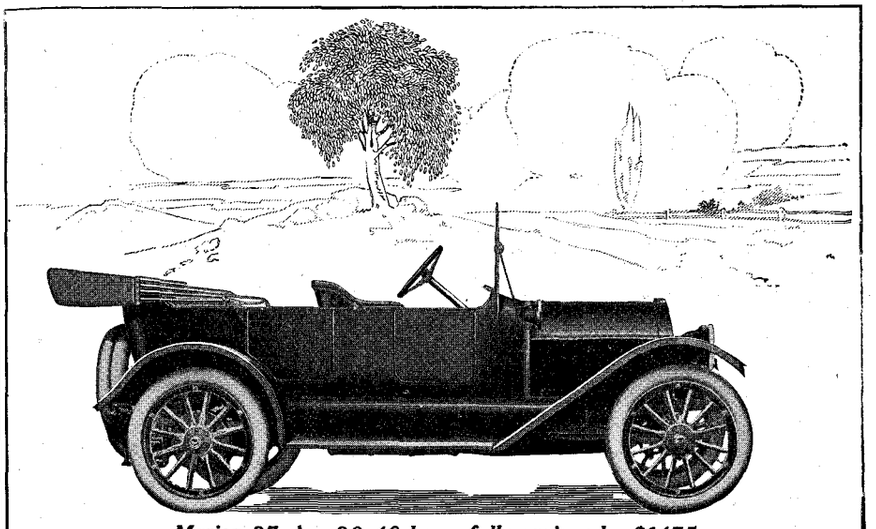
PERSONAL GLIMPSES

JUSTICE GOFF

GOVERNOR DIX is accredited with having exercised good judgment when he named Justice John W Goff, of the New York Supreme Court, as special judge to conduct the trials of the men indicted in connection with the police graft and Rosenthal murder cases. It is hardly possible that a jurist better fitted for this particular task could have been picked by the Governor, if we may judge by what Benjamin Baker writes about him in the Boston *Transcript*. Justice Goff was counsel for the famous Lexow Committee, which in 1894 exposed official corruption in the New York Police Department, second only to that which flourished under the notorious Tweed Ring, and he is further qualified for the job by a long career on the criminal bench, during which he presided over trials that attracted nation-wide attention. One of his chief characteristics, it is said, is a disposition to disregard minor technicalities in the admission of testimony when a strict adherence to the letter of the law of evidence would defeat the ends of justice. These two paragraphs from Mr. Baker's article tell briefly the story of Justice Goff's rise:

Justice Goff is a self-made man, and the manner and method of the making throw a good deal of light on the man as he now is. To get quickly over the statistical beginning, Justice Goff was born in County Wexford, Ireland, in 1850, of a family that had for generations been active in sacrificing even their lives in the struggle for the independence of Ireland. His father and mother died when he was about nine years old, and he then lived with an uncle until he was fourteen. Then he learned telegraphy, and was in the government service in both England and Scotland, leaving that service shortly, to go to Brazil. Sidetracked by yellow fever, he was landed in Argentina, and from there he made his way north, landing in New York in the summer of 1865. He got a job, finally, with A. T. Stewart, and studied o' nights taking courses at the Cooper Institute—a pretty determined program for an orphan boy of fifteen in a strange country. He was soon advanced by Mr. Stewart to a responsible position which he held until 1872, when he left to study law in a law office. As he got no salary there, he had to support himself by night work at telegraphy and by writing for the newspapers. He married in 1874, was admitted to the bar two years later, and at once entered private practise.

To one who has not received the impression of personal intercourse with Justice Goff, it may seem noteworthy that the young Goff did not ally himself with the new Tammany which rose under John Kelly on the ruins of Boss Tweed. Goff has always been a Democrat, but up to the time of his election as Recorder of the Court of General Sessions, following the



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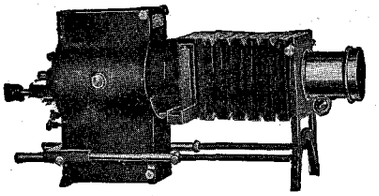

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Lexow inquiry, the only office he had held was that of an assistant district attorney under John R. Fellows. The mental and moral fastidiousness of the man, hardly less than his inflexible honesty, must have made any active alliance with Tammany impossible to him. He ran for the office of District Attorney in 1890 against Delancy Nicoll, but was beaten. From that time until his appearance in the Lexow investigation Goff was little known to the general public. Since the beginning of that investigation Tammany, which he has always opposed, has feared him. His public life since his election as Recorder has been passed in his court-room. His private life has been tranquil, inconspicuous, and without blemish.

Justice Goff is of middle height, slender, erect, white-haired, white-bearded, and probably would not be very distinguished-looking but for his piercing blue eyes, in which seems concentrated all the compelling force and dignity of the man. He is gentle and at the same time austere. Mr. Baker continues:

Justice Goff's personality lifts him above the common run of New York Supreme Court judges as a lighthouse towers above a low-lying fog. There are now, and have been in the past, some able men on the New York bench, possibly men of greater ability, merely as lawyers, than Justice Goff. But it is doubtful if there is or has been another judge so well fit, for every reason, to undertake the present work of investigation and punishment.

By many, Justice Goff is called a harsh trial judge, and there are some incidents of his career on the bench which seem to lend force to the criticism. He has, beyond question, a brusk and caustic way of disposing of many matters that come up in his court; and he rather often treats counsel to a stinging reply or bit of comment that is quite unnecessary. In common parlance, he "gets his Irish up" on what seems like very slight provocation, and then cuts loose with a tongue that needs but few words to do great execution.

When he takes a hand in the questioning of a witness the spectator is quick to understand why he is feared and dreaded as a cross-examiner. His mind does not have to climb the stairs of a carefully arranged series of questions before it arrives at the floor above. Instead, it jumps, taking witness, prisoner, and counsel a long leap that leaves them rather breathless, and with an inner impulse to exclaim, "Good Lord! How did we get here so soon!" His questions are like flashes of lightning—not that they are so swift in time interval, but because they bare for an instant the heart of things, and then leave behind a bewildering darkness. If you have ever tried to walk over rough ground by the light of intermittent lightning flashes, you can imagine the sensations of an unwilling witness. You don't know "what minute g'wine ter be de nex," and you'd a lot rather have blank darkness than his merciless, intermittent illumination.

It is said that many of the witnesses before the Lexow Committee squirmed under the penetrating rapid-fire cross-examination of Goff. In trials over which he is pre-

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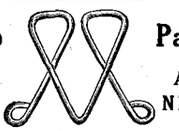

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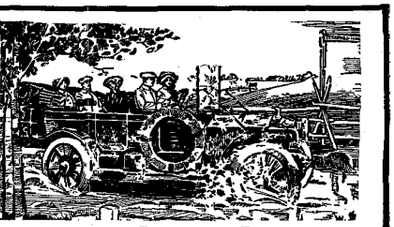

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siding Justice Goff frequently wearies of the slowness and verbosity of the lawyers and can not resist the impulse to clear away the rubbish with a few pointed strokes of his own. We read on:

Justice Goff's occasional disposition to berate a witness or a defendant was never more strikingly displayed than in the trial, some seven years ago, of one Langerman, charged with criminal assault upon one Barbara Aub. It was shown that the defendant was a man of bad character generally, and Goff acted at times as tho he were both judge and prosecutor. He commented on the calmness and steadiness of the accuser during her long examination, and his charge to the jury was taken by spectators as practically a direction to convict. This the jury did, at all events, and speedily. It is said Goff himself later declared that he felt greatly disturbed, after this conviction, by an instinctive feeling that he was responsible for an unjust verdict. Then, at midnight of the day before the convicted man was to be sentenced —the maximum penalty was twenty years in prison—Barbara Aub came to Goff's house and declared that her charges were false.

Dramatic in the extreme was the Recorder's handling of the matter next day. He kept the secret of the confession. The prisoner was kept in ignorance of the changed state of the case until he was arraigned, haggard and shaking, before the court for sentence to what he expected would be a long term in prison. Goff allowed the prisoner's counsel to make a motion for a new trial just as if he were preparing to pronounce sentence in the usual manner. He denied the motion, and then began a pitiless verbal castigation of the prisoner. He pictured the shameful life that the prisoner had led, and practically accused him of being a disgrace to society —which he undoubtedly was. Then, pausing abruptly, Goff said:

"But, notwithstanding that, Langerman, no matter what you have been and no matter what you may be, you are entitled to strict justice and impartial justice, and justice demands that you shall not be punished under this verdict. The girl has confest to me that her charge is false." Goff then granted the motion for a new trial; but neither Langerman, nor the Aub woman, who was later indicted for perjury, was ever tried again.

Here, truly, is matter for speculation and discussion—and perhaps for more of imaginative insight than seems to have been devoted to Justice Goff's "harshness." If the Recorder really did feel disturbed after the verdict was in, was his distress over it due to a feeling that tho the man was bad, the badness of the woman made severe punishment of the man, unjust, even if legal, or because he, Goff, had been deceived by a perjurer? Did the woman make her confession because her charge was really false—or because, when the man faced heavy punishment, she could not endure the consciousness of having brought it on him. Which of these two latter possible views did the Recorder actually hold? This writer does not profess to know Justice Goff, but on the basis of what he has seen of him, he believes that the justice is a man habitually of gentle feeling. And he suggests that Goff's tirade

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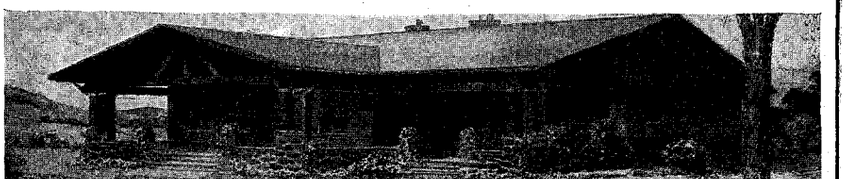

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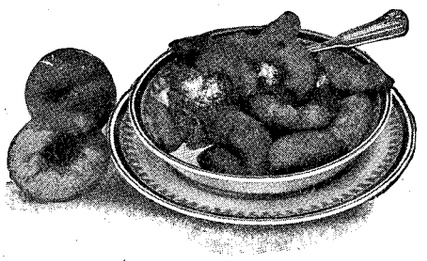
What School?



September brings a new "school problem" into thousands of American homes—a problem that must be settled in the interest of mental, moral and physical culture. Education at the sacrifice of health is a costly luxury. "What school" is not half so important as "What food." The best food to study on, play on, to work on is

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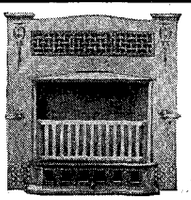

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against Langerman was an almost irrepressible reaction under the pressure of the mental and emotional disgust with which the whole affair must have filled him. When you find sensibility and intellect joined in an alert, high-strung body, "obvious and perfectly reasonable" interpretations of their interaction are likely to get a good deal off the mark. Perhaps this whole range of phenomena is amply accounted for by the fact that Justice Goff is a very fine-grained, very Irish Irishman.

The writer says there is a technical honesty common to all judges, and there is, beyond and greater than that, an intellectual honesty which finds a rare illustration in Justice Goff. To conclude:

It is pertinent here to note one of the first changes that Goff, as Recorder, made in his new court. Up to that time, in the criminal court-rooms a rail separated the district attorney from the prisoner and his counsel, whose places were practically in the body of the court-room. The District Attorney was a step above the level of the floor where the prisoner and his counsel sat; and was also much nearer the jury. Goff felt that this difference in level and in nearness to the jury, put the prisoner's cause at an unfair disadvantage, because it seemed to indicate that the prosecution was superior in authority to the defense; and he therefore had all the court-room changed so that District Attorney, prisoner, and prisoner's counsel all sat at the same level within the railing, and as near as possible to the jury. It is characteristic of the man to see even such small implications as lay in the different positions of the prosecution and the defense, and to feel that it was essential to the spirit of justice that the appearance of discrimination against a prisoner should not appear even in this slight way.

This care for the spirit of justice in the administration of the law had an earlier application in other hands, which may not improbably find a similar illustration at the hands of Justice Goff in the coming investigation of the police graft; and the early example is worth referring to.

When Tweed was facing the civil suit brought by the city of New York to recover $6,000,000 of Tweed's stealings, another Irish lawyer, Charles O'Conor, famous in his day, appeared for the people to protest against the smothering of the people's case in mere technicalities which did not serve the cause of justice. The story is an interesting one, and worth referring to because it so well shows the temper of Justice Goff to-day. O'Conor had been made a special attorney general to prosecute Tweed on behalf of the State of New York. An action was begun, but the Tweed attorneys contended that, as the money had been stolen from the city, only the city could prosecute. The matter was taken to the Court of Appeals, which has since then several times reversed Justice Goff and the people, and the highest court decided that the State could not sue. To cure this triumph of technicality, Tilden got through the next Legislature a law specially empowering the State to sue Tweed, and this action came before the court while O'Conor was ill and unable to act. The case was prest to trial in his absence. Tweed, hoping to evade it, and the city's action, which was pending at the

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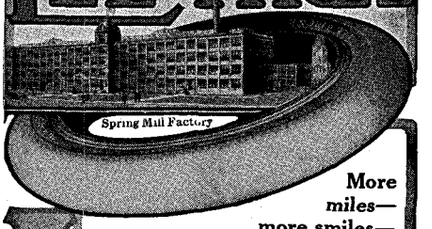

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same time, was relied on to furnish the necessary diversion. And the diversion was already started. Carter and Peckham, counsel for the people, had already partly admitted Tweed's contention that the authority of the special statue should be set aside, when O'Conor, who had been given up for dead the night before, stalked into the court-room and took his place. After listening for a few minutes to Tweed's counsel, David Dudley Field, O'Conor called on the judge to strike out all the testimony about the city's suit, which had been brought to save Tweed.

"There is no doubt," he declared, "of your honor's legal powers to do so. The question is purely one of discretion on the part of the Court. Shall it be said that this public malefactor shall be permitted to steal $6,000,000 of the people's money and retain it because a judge is hampered by a mere technicality? No, sir! The judge, the sworn servant of the people, rises above all technicalities in the cause of public justice, and will brush aside small obstacles which may stand in the way of recovering back to the people the property which has been feloniously filched from them."

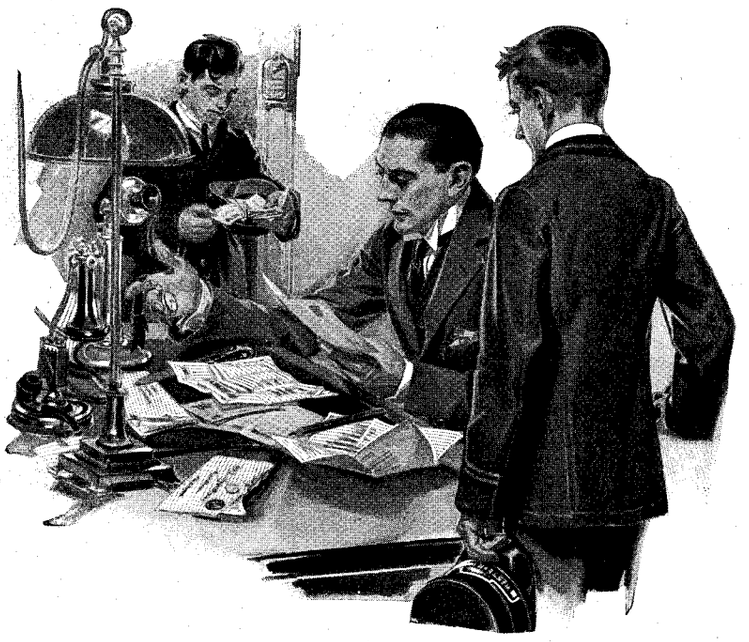
This declaration, with the slightest change of terms, would serve to-day to define the attitude of Justice Goff toward criminal prosecutions in behalf of the people.

PRISON LIFE OF ETTOR AND GIOVANITTI

FEW dispute the fact that the average prison is about the best possible post-graduate school of crime, but whatever the prison may be, the prisoners sometimes rise far above their environment. Once in a while a cell becomes a study and the one locked within it feeds his mind with the masterpieces of great writers instead of listening to the reminiscences of fellow-prisoners schooled in the tricks of crime. An interesting case in point is that of Joseph J. Ettor and Arturo Giovanitti, the Syndicalist leaders of the Lawrence strike, who are under indictment on a charge of being accessories before the fact to the murder of a woman during a riot. When bail was denied them, Ettor and Giovanitti decided to spend as pleasantly and as profitably as possible the long days of waiting for trial. They devoted most of their time to English poetry, and Giovanitti wrote a little verse in the Whitman vein, but they took frequent excursions into history and philosophy. This, of course, is not surprizing when we read the story of their experiences, which appears in the Boston *Herald*, and have a glimpse of the personalities of the men:

Under the law, a man awaiting trial in jail is presumed to be innocent, and while he is kept closely guarded he is not submitted to the routine of prison labor. If time hangs heavily on his hands, he has to make his own diversions, and the range of those diversions is not large.

Ettor and Giovanitti realized this early after their arrest and the manner in which they have utilized their time throws an



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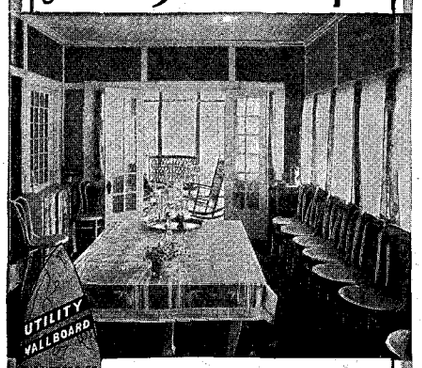

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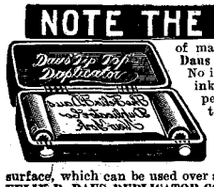

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interesting side light on personalities little understood by the general public. To their opponents they have seemed anarchistic agitators and social firebrands, while to their friends they are heroes and prophets of a new era. To the disinterested observer they represent a new type worth studying.

Altho it may be a surprize to many, both are men of more than usual intellectual attainment. They are widely informed on a variety of subjects. Those who followed Ettor during the strenuous period of the strike know that he is a speaker of no mean power, either in Italian or English, and that he welded into a unit some seventeen nationalities of varying ideas and ideals.

As a basis of education, Ettor was less fortunate than Giovanitti. Born in Brooklyn, he was taken to San Francisco as a boy, and there got only the schooling of the grammar grades. He has, however, always been a reader on all sorts of topics and knows how to write and speak well.

Giovanitti, on the other hand, has had what amounts to a college education. Before coming to this country he spent some time in an Italian university and has since taken a year's course at Columbia. He has written widely for various publications which have to do with labor and social movements and is the editor of a newspaper in New York, *Il Proletaric*. He can express himself fluently and effectively both in English and Italian.

Each prisoner, of course, is kept in a separate cell and neither is allowed to communicate with the other, except through their counsel. Each is interested in what the other is doing. Almost as soon as they were imprisoned they exprest a desire for reading matter and this was supplied freely. Mr. Mahoney gave them the use of his large library, and has done the best to get all the books for which they have asked. After a little they hit upon the plan of extending their acquaintance with literature on a systematic basis.

Both had already done considerable reading of the poets and prose writers, but felt the need of something that would give them an idea of the relation of one to another and a history of the men and their times. Giovanitti started in with Taine's "English Literature" and was followed by Ettor. Altho both were interested, they asked for something that would be less critical and more in the line of a history, and a popular work on the history of literature in four volumes was supplied.

With this as a handbook they have studied pretty extensively from English, European, and American authors. Giovanitti's favorite seems to be Shakespeare. What he calls his "jail matinees" have become a byword among his friends. He has used an annotated edition and has gone through the plays carefully. Some of the books were those used by a student at Harvard and had the written notes on one of the university's popular courses. These he particularly prizes. Ettor leans rather to the soldier side and finds a good deal of delight in Edmund Burke's orations. Both have dipt deeply into Carlyle and Balzac, and for the poets prefer Shelley and Byron, especially the latter, whom they can quote at length on occasion.

In the realm of philosophy, they have taken kindly to Kant's "Critique on Pure

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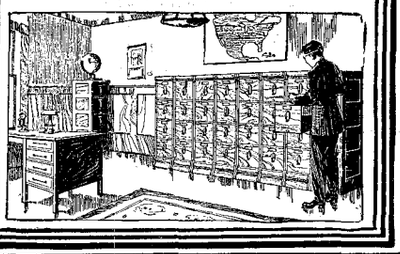

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Reason," and have kept abreast as far as possible on the later books on the labor movement and on social revolution. Both men have written considerably, and those who have seen their work in English say that it would compare favorably with that of the average college graduate.

Those who met Ettor outside the numerous strike meetings remember him as a soft-spoken, easy-mannered young man, and were surprized that he had so little of the fiery agitator about him. Both he and Giovanitti are twenty-seven years old and have been identified with the Industrial Workers of the World ever since that organization began to attract attention. Their case is outlined as follows:

The case against Ettor and Giovanitti is in some respects unusual in Massachusetts jurisprudence. They are accused of being accessories before the fact in the shooting of Mrs. Anna Lo Pezzi during a strike riot near the Everett Mills on January 29. The government maintained that the bullet was intended for Patrolman Oscar Benoit, and was fired by a tall man, wearing a brown or dark overcoat, who rested his revolver on the shoulder of a man standing in front of him. The bullet missed Benoit but killed Mrs. Lo Pezzi, who was standing beside him.

Two days later Ettor and Giovanitti were arrested as accessories and subsequently Salvatore Scuito and Caruso were indicted as the principals. The indictment against the alleged accessories reads that "they did feloniously and maliciously move, procure, aid, counsel, hire, and command the said Salvatore Scuito and Joseph Caruso the said felony and murder in the manner aforesaid to do and commit."

In the hearing before the lower court, the government did not contend that the defendants Ettor and Giovanitti were actually present when the fatal shot was fired, but set forth that, having encouraged, advised, and counseled the unlawful violence, they were responsible as accessories before the fact of the homicide which resulted and that the act was constructively theirs.

In gist the case rests upon the utterances of the I. W. W. leaders, and it is for the government to prove that their speeches were such as to incite to violence and that the alleged principals heard them and acted upon them. The theory is no new one in criminal proceedings, but there have been few cases which have come under it. The most recent one which is similar to it was that growing out of the Haymarket riot in Chicago.

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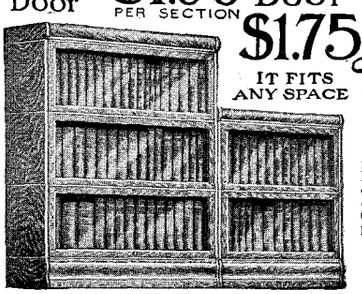

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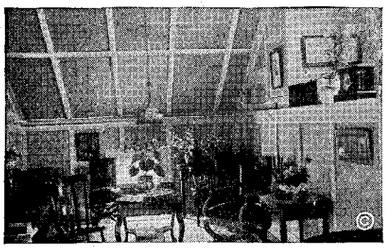

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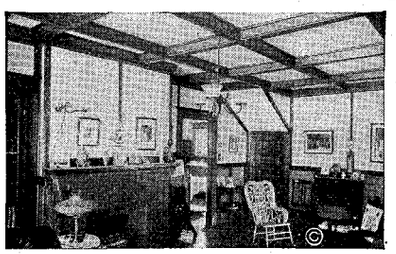

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rules laid down by those in authority. He tells the story of his career to William E. Whiston, writing for the Pittsburg *Leader:*

If it were not for Connie Mack of the Athletics I wouldn't be playing professional ball to-day. Like most young fellows, when they get into the big league, I thought I knew as much as any one of the oldsters, and not only that, but I had made up my mind that I'd do as I pleased, regardless of what any one said.

I know now that I was wrong, but I don't suppose that excuses my conduct any. There are few people who know what this same Mack stood from me before he turned me loose. I remember one afternoon I was scheduled to play center field for Philadelphia, and on my way to the grounds I took a notion that I'd like to see a show, so I hopped off the car without a word to any one and spent the afternoon watching a burlesque performance.

I just escaped being a second "Rube" Waddell or a "Bugs" Raymond. Mack did everything possible to make me see the folly of my ways, but he finally lost patience and put me on the black-list, where I would have remained for the rest of my life if he hadn't been the kind of a man he is. There is no better handler of young players in the business to-day than the Philadelphia manager.

He talked to me with tears in his eyes, but I wouldn't listen, so one fine day I found myself on the market. Even then Mack did a lot for me. He told me to pick out the club I'd prefer to go with and he'd see what could be done.

A few days later he came to me and said: "I'm sorry, Jackson, that you refuse to settle down and take ball-playing seriously, because you have the making of a cracka-jack player in you. I believe you said you wanted to play with New Orleans, didn't you? Well, report there at once."

It wasn't until I was well on my way South that I began to realize what an opportunity I had lost. Mack was not the first manager whose friendship I had sacrificed by my foolish actions, but it was he who brought me to my senses. I made up my mind long before I reached New Orleans that I'd cut out my kiddish ways and then try and get Mack to give me another chance. I was a very much surprized youngster when, upon reporting to the New Orleans club, I found that I hadn't been "farmed,' as I supposed,' but sold outright.

In the four years that I have been playing professional ball I never batted under .350 but once, and that was my first year in fast company. I was with the Greenville Club of the South Carolina State League, and altho I led the league in hitting by one point I only averaged .348. I made many "bonehead" plays that season. In the first game I played I got hit first time up, stole second and then stole third, only to find that I had forced a man off. I did the same thing three times that season.

Sam Kennedy, who was then scouting for the Athletics, came down to look over a fellow named Barr who was with us, and before he left he bought me. I understand that he got us both for $1,600, but whatever he paid I certainly proved a poor investment. Mack looked me over and decided that I needed a little more seasoning, so he farmed me to the Savannah team of the Atlantic League. That was in 1909, and I

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led the league with a batting average of .354.

It was in the spring of 1910 that Mack recalled me, and it was also during this period that I got into all my trouble and, as I told you before, woke up to find that I had been sold to New Orleans.

Having made up my mind to attend strictly to my knitting, I played in every game and never missed a morning's practise. I was batting at a .364 clip when along toward the end of the Southern season McGuire bought me from New Orleans and put me in center field for Cleveland. In the twenty games I played that year I managed to end up with an average of .387.

Jackson had hoped to lead the American League batters in 1911, but fell twelve points short of doing so—his average was .408 and "Ty" Cobb's .420. He goes on:

Many amusing incidents happen in the course of a ball game. I remember a game I played at Greenville, S. C., between two school nines. When I came to bat in the last half of the ninth there were three men on bases and two out. Nothing less than a home run would be of much account, so I waited for one to my liking and slammed it out. It struck fair by about ten feet, so far out in right field that I was able to walk from third home.

We all thought the game was over, but the bewhiskered old gentleman who was officiating as umpire waited until I had crossed the plate and then informed me that he had decided the ball was a foul.

"I want to do what's right by you young fellows," said he when we put up a kick. "I don't want to have no trouble with any of yer, so I'll tell you what I'll do. I'll just compromise with yer and call it a two-bagger." And a two-bagger was all I got.

When I was with the Savannah outfit I got into more trouble than is considered good taste. Westervelt, who is now umpiring in the American League, was at that time handling an indicator in the Atlantic League, and what he did to me at Columbus, Ga., one afternoon kept me broke for many weeks.

The ball park at Columbus is about five miles from the hotel, and the players get out there and back in the town 'bus. Every player on our team dreaded this trip, so on the afternoon I speak of we decided that we would break up the game.

Along about the second inning Ed Luzon, who was the official trouble-maker, and myself left the field and took seats in the grandstand with the spectators. Manager Howard sent Harry King to get us, and we persuaded him to gather around the festive board. When Howard, who was a player as well as manager, saw the three of us lined up eating peanuts he also joined the gathering.

Then Westervelt took a hand in the game. He gave us two minutes to return to our positions on the diamond, and when the time limit had expired and we were still doing the grandstand act he announced that I was fined $50. King missed $35 out of his next month's envelop, while Luzon and Howard were suspended ten and five days, respectively.

I don't tell you this because I think now it was funny, but merely to show you how much interest I took in baseball when I got my name on Manager Mack's list of what, I

(*Continued on page 447*)

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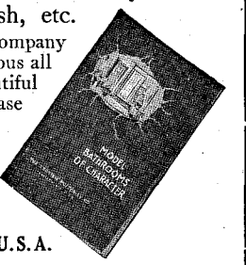

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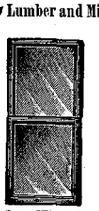

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(*Continued from page 445*)

believe, he calls his "daffy players." No one regrets these incidents more than myself, and you can bet it's me for the straight and narrow hereafter as long as I am in the game.

I suppose every player falls down sometimes at a critical point in a game. I know I did once very badly, and the remembrance is not pleasant, altho I partly atoned for it the next day. It was at St. Louis. Hamilton was pitching, and when I came to bat in the ninth we had three on and no outs.

Having two hits to my credit, I felt sure the worst I could get was a single, when the unlooked-for happened. Hamilton struck me out. The next day the score was tied in the twelfth inning, and we had two on and two out when my turn came. This time luck was with me and I jolted one of Powell's assortment for four bases.

I have made several "grandstand" catches in the outfield, but the one I feel the proudest about occurred when I nailed Gainer's drive off the cement wall on our home grounds. The score was 8–7 in our favor when Detroit went in for its half of the ninth, and with two men on and two out Gainer slammed one out that would have been good for a home run if I hadn't been lucky enough to pick it off the fence.

Speed on bases? I guess Ty Cobb is about as fast as they make them. Still, a Cleveland fan claims that he clocked me going from the home plate to first, and that I covered the distance in less than three seconds. It may be possible that I did, but I rather think the watch or something else was out of order.

When I read the account in the paper I hardly believed it possible that any one could cover the distance in the time mentioned, so I got a stop-watch and made several trials. The best I was able to do was a fraction over three seconds. It's just possible that the excitement of the game may have made me go faster than I did in practise, but with all due respect to the gentleman who timed me I hardly think there is a player in the game to-day that can hit and make first in less than three seconds. There is only one thing that I like better than playing ball and that is farming. I have owned and managed two different farms, and as soon as I get enough money together to buy a good big place it will be me for the South and my farm.

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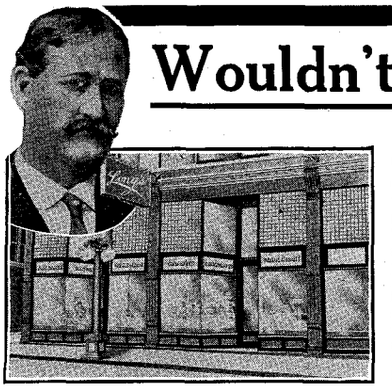

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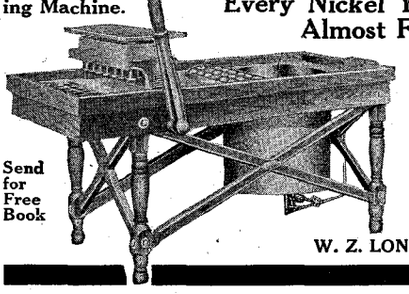
Don't say you're coming. Just drop in quietly. Call on any banker or merchant. Ask them about Long—about my store—my crispette business. Ask them if what I say isn't the truth—right from the shoulder. Look into my reputation. See if folks think I'll give you a square deal. Then come and see my store—see that it's just like the picture. See the machine. See crispettes made—make a batch yourself. Learn the business. Get my pointers on how to succeed. Up to a distance of 300 miles I'll pay all your traveling expenses, if you buy a machine. You'll see—know—learn everything. It's simple—easy. Won't take you a day. I'll be glad to see you—glad to show you the store and have a good talk with you. You'll go home ready to make more money than you ever made in your life.

This is the Money Making Machine.



Send for Free Book

Every Nickel You Take in Nets You Almost Four Cents Profit.

Think of it! Think of the fortunes made in 5 cent pieces. It's one business in a hundred. Everybody likes crispettes—children—parents—old folks. One sale always means two—two means four. So it goes. It's a great business. I found it so—so should you. **Send for my big free book "How to make money in the Crispette Business"**—48 pages illustrated—complete information and story of how I built my business. Read it and then come to Springfield.

This is a recent picture of the man who made $1500 in one month with a Long Crispette machine, in a store window.

W. Z. LONG 616 High St., Springfield, O.

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The Science of Physics

Keeps the Parker from *Leaking*

TAKE a sponge out of water. The water doesn't all run out, unless you squeeze it out. A sponge is full of tiny tubes, and each holds onto its drop or two of water.

Now, there is a tiny tube leading to the pen point of a fountain pen, called the feed tube. In an ordinary fountain pen some ink is always held in the feed tube, like water in the sponge, even though the pen is placed point up in your pocket.

When your body heat—98 degrees—gets to the air in the pen, the air expands. It expands up through the inky feed tube; pushes ink up and out below the pen point; inks the writing end of pen; and *inks you* when you remove the cap to write.

Now, instead of a straight or blunt feed tube, as in other pens, the Parker Pen has a curved feed tube. One end touches the barrel wall. See X-ray photo. That touch starts Capillary Attraction, which pulls all ink down out of the Parker feed tube before the warm air ascends. This is the famous Parker Lucky Curve.

Thus an every-day principle of Physics, ingeniously used, keeps the Parker Pen from leaking and smearing your fingers.

14k gold pens, with hardest Iridium points, keep the Parker from scratching; Parker Spear Head Ink Controller keeps it from blotting or skipping.

Standard style Parker Pens $1.50 to $250.00, according to size and ornamentation.

PARKER
LUCKY CURVE
FOUNTAIN PEN

New Parker Jack Knife Safety Pen
can be safely carried in any position in any pocket. Also pen knife size for ladies. $2.50 up.

New Parker *Disappearing* Clip
sticks to your pocket like a leach, but *disappears* out of way when you write.

If your dealer doesn't sell Parkers, write us his name and we'll send you complete catalog to order from. If he keeps Parkers, get one on 10 days' trial. We authorize him to refund if you have any leaking or writing trouble in that time.

Get one today and you'll be mighty glad you didn't put it off.

PARKER PEN COMPANY
60 Mill Street, Janesville, Wisconsin
New York Retail Store
11 Park Row Opposite Post Office

Health—Strength—Energy

Without Exercise, Drugs or Appliances.

I have discovered a fundamental principle for the development of energy, health and strength. Scientific Authorities pronounce it the most important discovery in the field of physical development of the past hundred years.

With this system you can produce the maximum degree of strength of which your body is capable of developing. You can have health for every organ, as this system produces, above all things, energy and a quality of vitality that will not only aid you in overcoming any weakness, but will produce health-plus.

You can develop a degree of energy such as is possessed by the powerful dominant men of the world—the kind that will spell health and success for you.

Read My Book

What this system is, how it works, and what it means to you, are all told in my book "Building Energy."

A postage stamp will bring it. Send now.

ROBERT DUNCAN, Suite 409-A, 1328 Broadway, NEW YORK CITY.

Just One.—"Do you dye whiskers?"
"Yes," answered the barber.
"Do they fool anybody?"
"Seem to fool the man that wears 'em."
—*Kansas City Journal.*

Discreet.—"What do you propose to say on the stump?"
"I think I'll stick to the American flag and the grand old forefathers of the Republic. Things are too mixt in my district this year."—*Washington Star.*

Overdoing It.—HOUSEWIFE (to tramp)—"I don't approve of people begging. Any man can find work if he looks hard enough."
TRAMP—"Alas, mum, dat's just de trouble; I'm such a hard-looker dat no one will give me a job."—*Boston Transcript.*

Two or Three.—COUNTRY COUSIN—"Well, I was in the Metropolitan Museum this morning."
CITY HOST—"That's nothing to brag about. I know two or three fellows living right here in New York who have been there."—*Smart Set.*

A Winner.—It was at the dinner-table and the hostess addrest her husband's brother:
"Do have another piece of pie, William."
"Why, really, I've already had two; but it's so good, I believe I will have another."
"Ha, ha!—mother's a winner!" said little Frank, excitedly. "She said she'd bet you'd make a pig of yourself."—*Harper's Magazine.*

CURRENT EVENTS

Foreign

September 2.—Hamilton King, United States Minister to Siam, dies at Bangkok.

September 3.—Twelve American sailors, under the command of Ensign R. G. Comans, take a small gunboat from Nicaraguan rebels in the Gulf of Fonseca. The craft was recently taken from Nicaraguan Federals by the rebels.

Domestic

WASHINGTON

August 31.—An order increasing the salaries of 42,000 rural mail carriers $100 a year, as provided in the new Post-office Bill, is issued by Postmaster-General Hitchcock.

GENERAL

September 2.—Floods due to heavy rains destroy forty-three lives and $5,000,000 worth of property in eastern Ohio, western Pennsylvania, and northern West Virginia.

September 3.—Forty-one amendments to the Ohio constitution, including the initiative, the referendum, the abolition of the death penalty, workmen's compensation for accidental injuries, better public-road laws, an eight-hour-day labor law, and direct primaries, are adopted at a special election. Woman suffrage is defeated by a substantial majority.

The Vermont election results in the failure of either of the three candidates for governor to receive a majority, and the legislature will have to elect. Allen Fletcher, Republican, receives 26,250 votes; Harlan B. Howe, Democrat, 20,350; and the Rev. Frazer Metzger, Progressive, 15,800.

West Virginia militiamen at Cabin Creek, near Huntington, confiscate seven machine guns, 1,500 rifles, and 200,000 rounds of ammunition purchased by a coal company whose men were on strike.

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"S. M. R.," Punxsutawney, Pa.—"Which is correct, 'twenty-five horse-power *are* or *is* required to operate the plant'?"

An assertion made by a word, phrase, or sentence taken as one whole requires a verb in the third person singular.

In the sentence, "Twenty-five horse-power is required to operate the plant," the phrase twenty-five horse-power denotes a definite amount or quantity of power, unitary in character, and hence the singular form of the verb is correct.

In support of this view, we find in the Encyclopedia Americana, vol. viii., Article on Horse-power, this sentence, "Of this rented power 183,682 horse-power *was* electric and 137,369 horse-power *was* from the sources of energy"; also in the new Encyclopedia Britannica, vol. xxii., p. 227, "In this way 300 horse-power *was* transmitted over a distance of 6,500 feet."

The distinction may be made clearer by comparing the sentences, "Twenty-five dollars was collected" and "Twenty-five dollars were collected." The first indicates simply the amount of money collected, but the second that the money was collected in 25 separate amounts of one dollar each.

"E. N. W.," San Juan, P. R.—"In his essay on Shelley, Francis Thompson used the expression 'It is the severed head that makes the seraph.' Will you please explain this allusion?"

A question of this kind can be answered with certainty only by the author. A *seraph* is a celestial being with severed head, or, as the STANDARD DICTIONARY expresses it, "One of an order of celestial beings ranking next above the cherubim in the celestial hierarchy. In art and poetry, one of the highest orders of angels exceeding in wisdom, might, swiftness of movement and action, and zeal in the service of God." From the foregoing it will be seen that the writer's use of the term is unusual. It is possible that Thompson's intention was to express the idea that Shelley's isolation from his fellow men—his aloofness—fostered and in part constituted his greatness, and this enabled him to become the great poet that he was, so great as to be above the world—a seraph or heavenly singer symbolized, in the writer's mind, by a head severed from its body, a winged spirit floating in celestial atmosphere.

"B. D. G.," Formosa, Fla.—"What is meant by the synopsis of a verb?"

A synopsis of a verb is a collection of its heads or a classification or connected scheme embracing the entire inflection of a verb in its persons, numbers, modes, tenses, and voices.

"R. O. S.," New York.—"Will you be kind enough to let me know whether 'cello' should be pronounced as 'ch' in 'choice' or as 'sh' in 'shell'?"

The correct pronunciation of "cello" is "chello"—"ch" as in "church."

"W. E.," New York.—The word "links" may be used as a singular or as a plural. The STANDARD DICTIONARY, however, prefers the plural.

"M. D.," Wales, Wis.—The word "chassis" is correctly pronounced shā″see′—"a" as in "at." Its plural form is the same as its singular, but it is pronounced as if a "z" were added to the pronunciation of the singular shā″seez′.

"C. C.," Porterville, Cal.—One may *learn* tricks from a monkey, but then the monkey *teaches* the tricks; or, one may *teach* tricks to a dog and the dog *learns* the tricks. Modern good usage does not sanction the use of learn for teach, notwithstanding Mark Twain's famous Mississippi pilot—"If I set out to learn a man the river, I'll *learn* him!"

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